

(27)

(C-2)

Chaining Notes -
Bagdad -
Fresno -
Valley AND Ariz. Divs

Santa Fe
TOPOGRAPHY

(FORM NO. 1929 STD.)

INSTRUCTIONS

The divided red line at the binding will be used as center line of track, and the small squares as one hundred feet.

Station numbers will be given just at the right of the binding, in full, thus:

$$\left\{ \begin{array}{l} \&c. \\ 212 \\ 211 \text{ not} \\ 210 \end{array} \right. \quad \left\{ \begin{array}{l} \&c. \\ 2 \\ 1 \\ 210 \end{array} \right.$$

The topographer walking in the direction the line extends will look from bottom to top of page, the station numbers (when stations run with the line) increasing upward.

In case of any special detail topography requiring a larger scale, the small squares will be used as ten feet, and every page so used will have the fact plainly stated in the upper margin.

C. A. MORSE,
Chief Engineer System.

45+20 659
26 40
21+60 659 1/2
26 40 660
48+60

Notes

~~Agents Ho fence~~
~~40 board~~

~~T-Rail 4 end yd~~

12400. Cts

11+00 cts

10+00 Wk 72° L ~~Post 83~~ R & C/S

~~094035~~ ~~11/13~~

09400 ct

08+00 ct

~~071998 HB~~

07+00 cts

~~06+98° PF. 103p~~~~06+22° KP~~

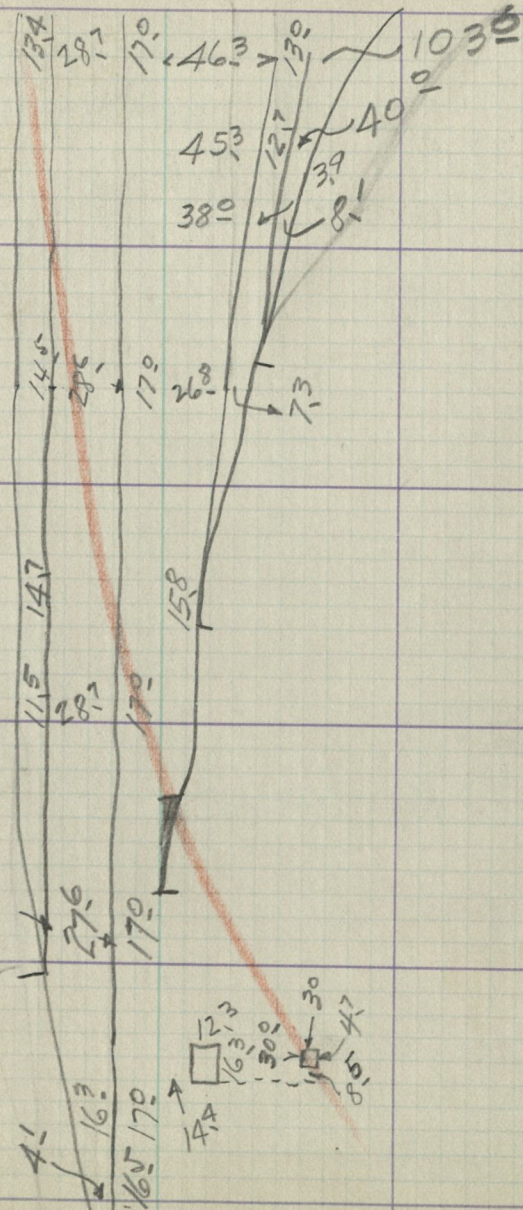
06+00 Cts

05+61²-H12

 $05 + 58^{\circ} \text{ 200 ft Ho}$

05+00 CR

34804+00 cts



456
172
288

45
 12
 92
 123

2543
 60
 1943

1523
 102
 2548

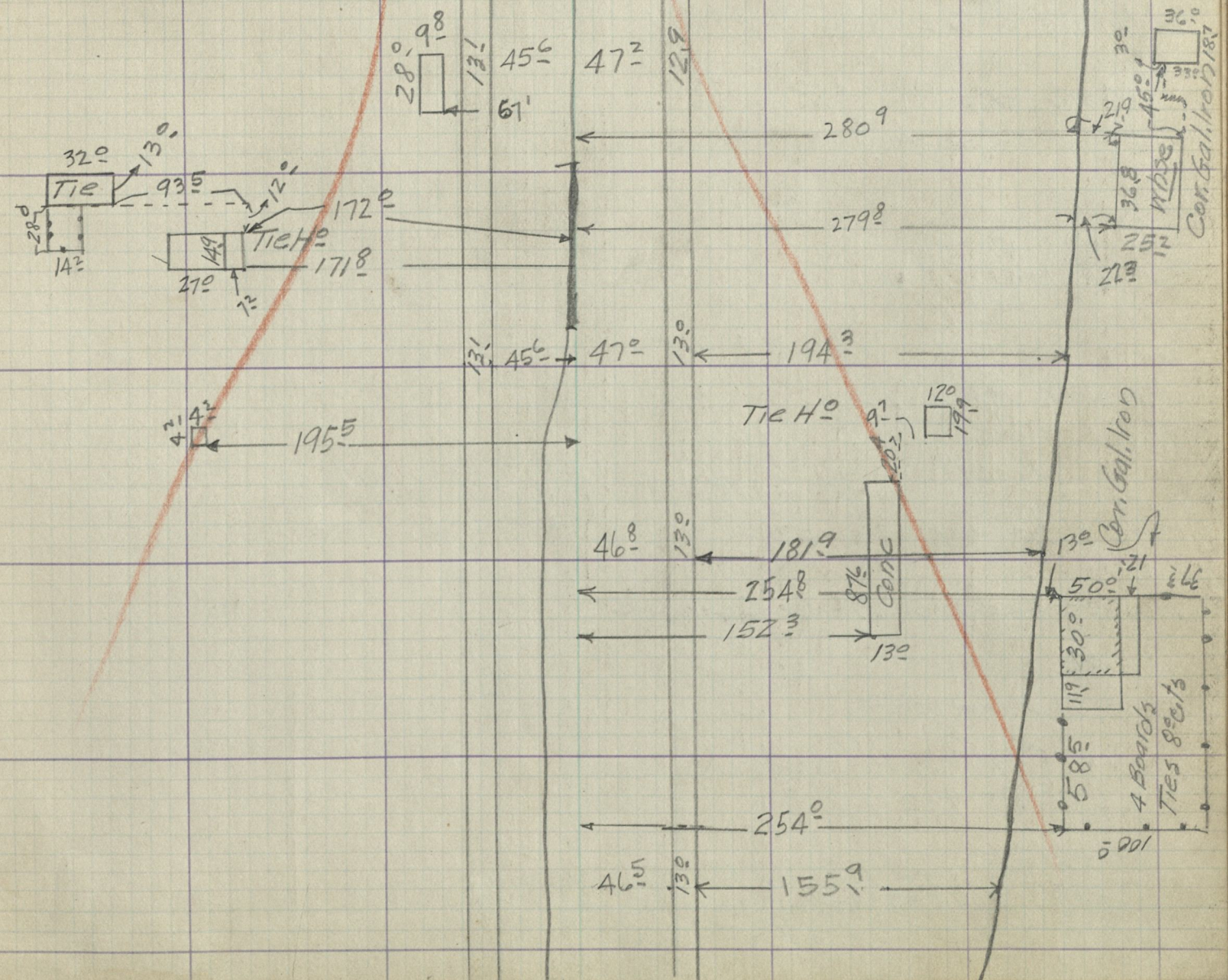
16+00 cts
 15+90⁸ Loading Platform 67'-L
 15+85⁰ H/B
 15+61⁰ Whse R
 15+54⁰ House L
 15+38 WH 71'-L
 15+06⁰ P.F. "105p"
 15+00 cts

14+78⁶ Privy L

14+00 cts

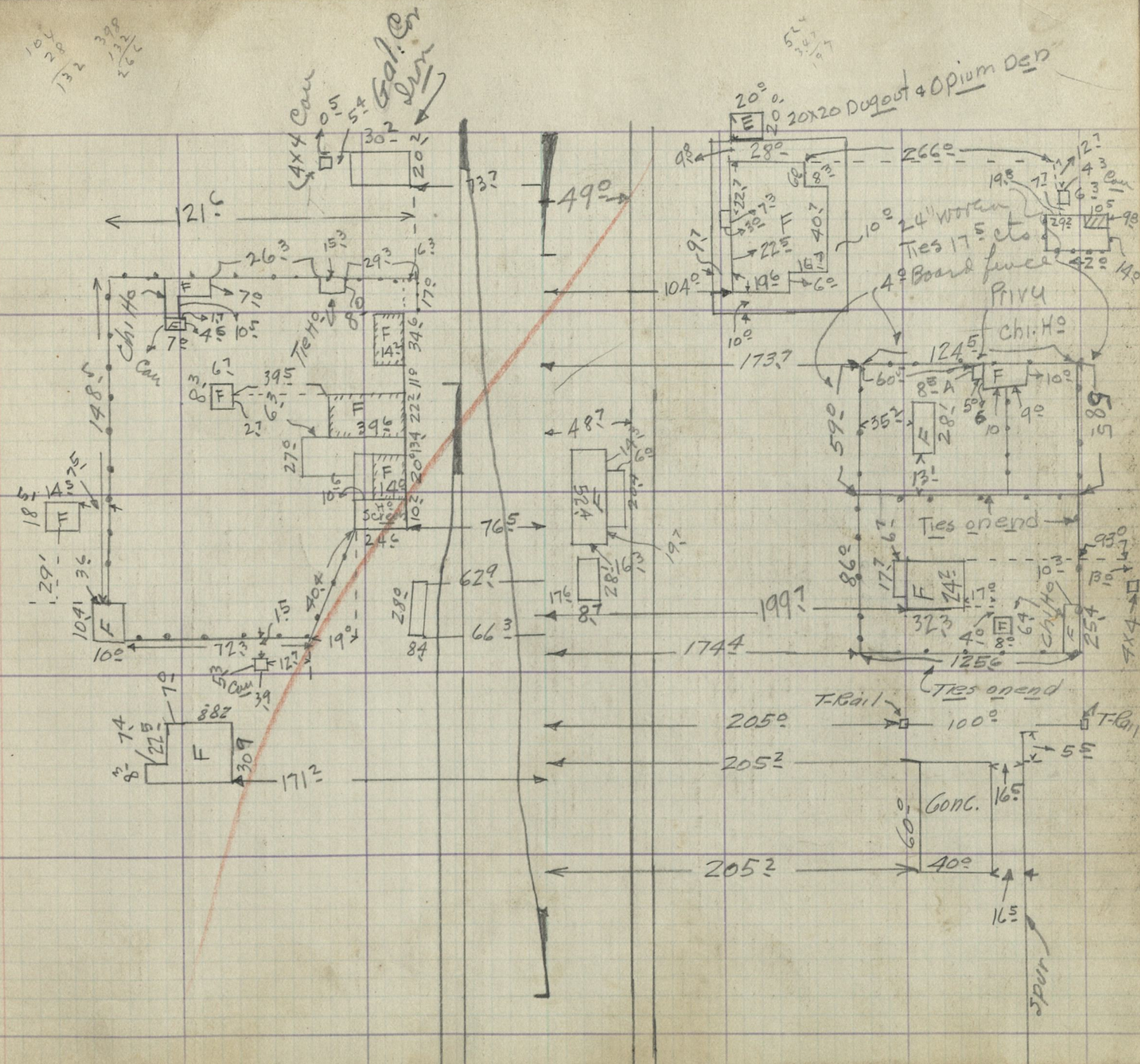
12+68⁸ Cone Bank No R-152¹¹³

13+03⁸ Corral fence R
 13+00 cts



Conc. Gal. Iron
 Buried
 Wood Top

16+06-4 HB Xoreu

$$\begin{array}{r} 16 + 985 \\ \quad 60 \\ \hline 17 + 585 \\ \quad 543 \\ \hline 18 + 12 \times 8 \end{array}$$
$$\begin{array}{r} 104 \\ 28 \\ \hline 132 \end{array} \quad \begin{array}{r} 398 \\ 132 \\ \hline 266 \end{array}$$


~~221692 T Rails 200 & 300 R~~~~22 + 645 Block shop 31.8 R~~

22+54⁹ Pump Ho. $\left. \begin{matrix} 1033 \\ 1022 \end{matrix} \right\} L$

2248° Oil Lamp $\begin{smallmatrix} 827 \\ 818 \end{smallmatrix}$ L (Conc Brines)

~~22 + 17.5 Gal No R - 7.5 R~~

22+00⁸ $\neq$ 10" OTD water column 88 1

22+00 Ctv

21+97.5 water sump 30.0 R

21+92 = 113 H/5
31+99 = 130

211810 $\pm 10''$ off. north. C.O. 211811

21701- F O Old water column 21701

21400 CTR

$20 = 1258011011$

10 + 95 = Oct 25th Ja

30, 8/8 ~~to~~ 402591

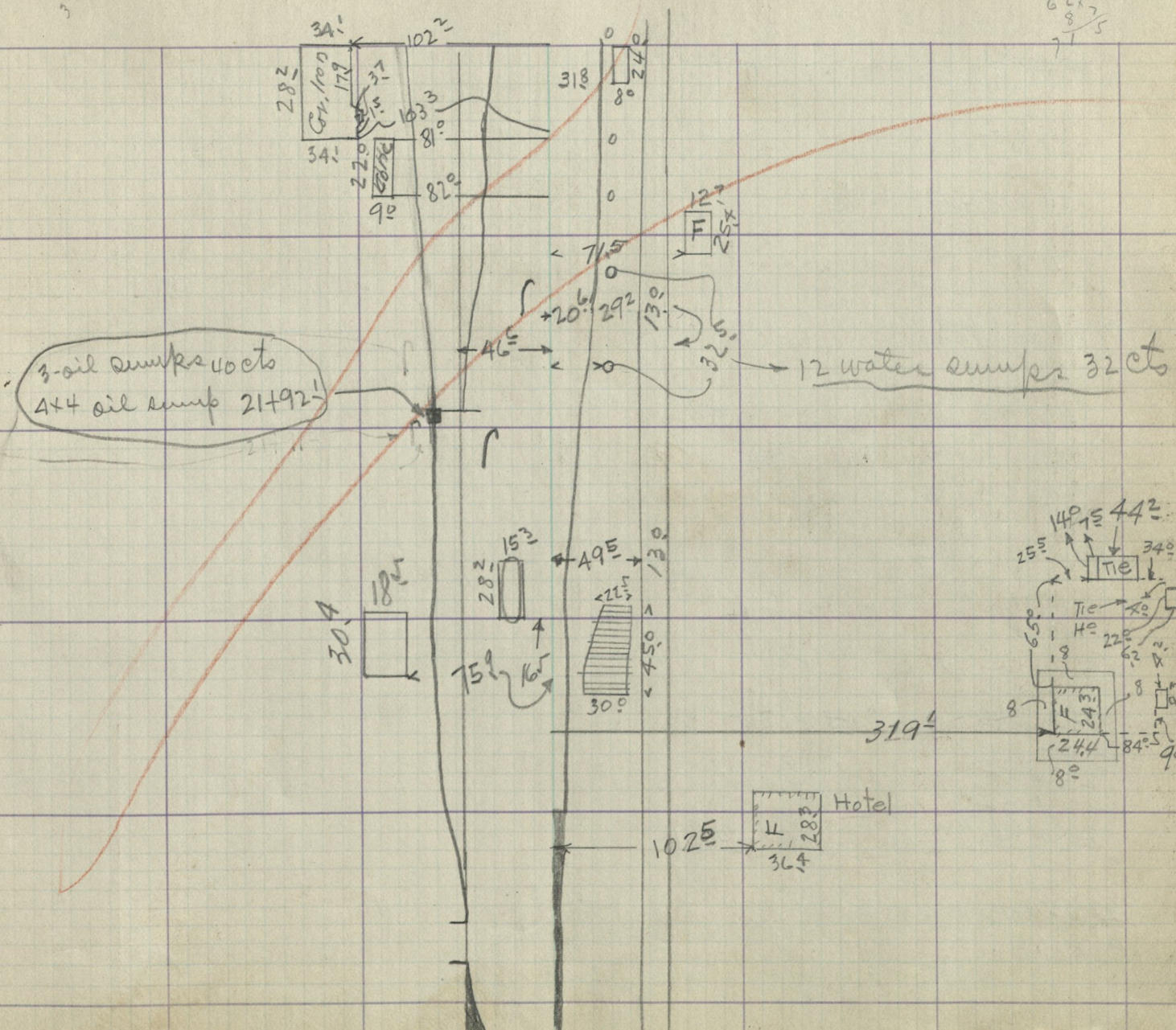
~~201874 White Tracks~~

201846 School

~~204617 mil Bal 128 R~~~~20 + 580 P.F~~

201546

$$\begin{array}{r}
 720^{\circ} \\
 24 \overline{) 720} \\
 \underline{48} \\
 240 \\
 \underline{240} \\
 0
 \end{array}$$

$$\begin{array}{r} 462 \\ 297 \\ \hline 759 \end{array}$$
$$\begin{array}{r} 206 \\ 292 \\ 13 \\ \hline 62 \times 8 \\ 87 \\ \hline 715 \end{array}$$


~~25-873~~ ~~No~~ ~~R~~

~~25 + 46.5~~ water dump 34.5 R

~~25 + 275 HB~~ — R

25+154 Pampers No L

25+00 cts

24 $\pm$ 68° Dwelling R

24+653 Pampers No L

24+465 End spur 99.0L

24+00 ct

23 + 91 = Corbody Co² L

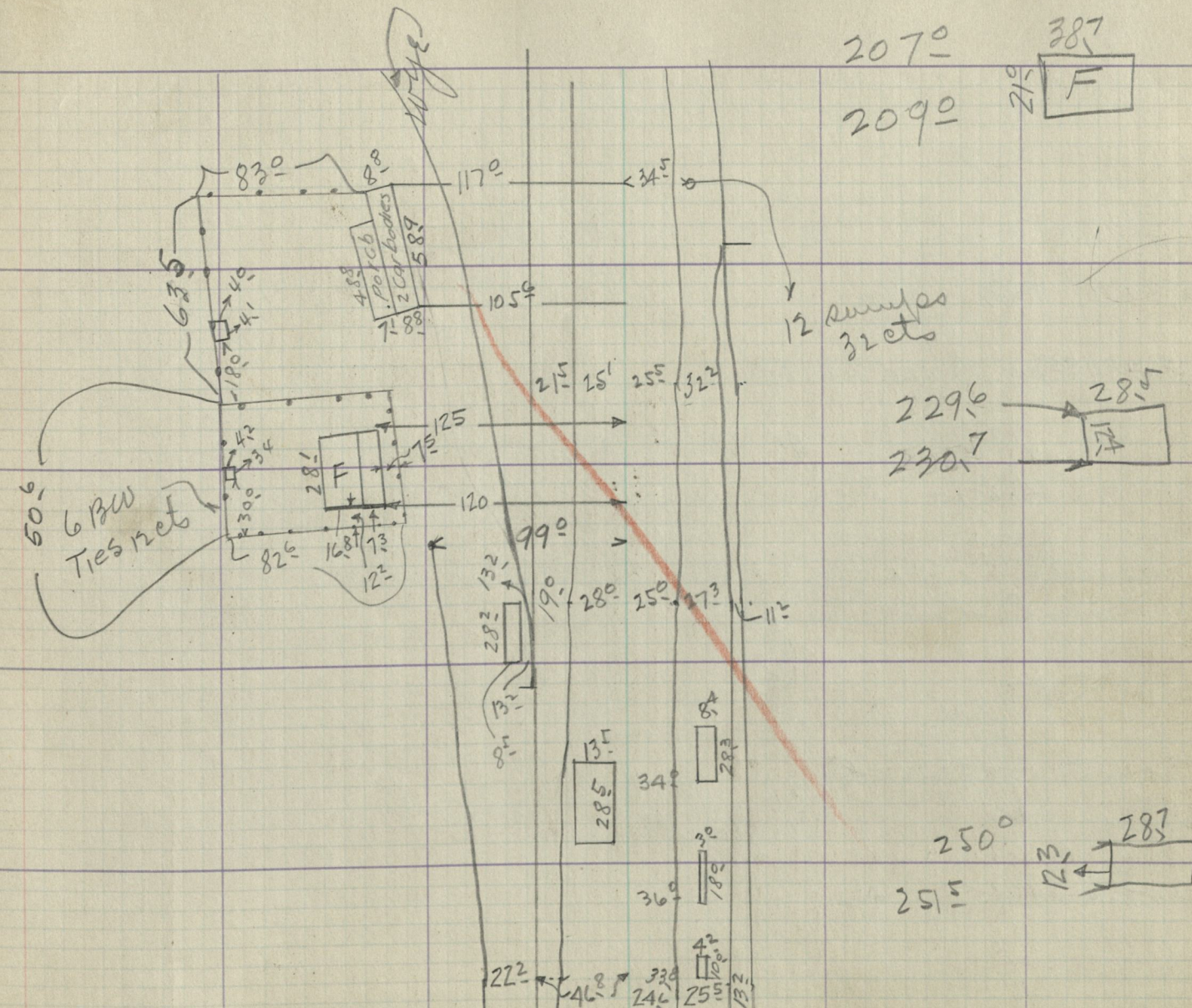
2 HB Wye

~~22 + 583 Corbado 34° R~~

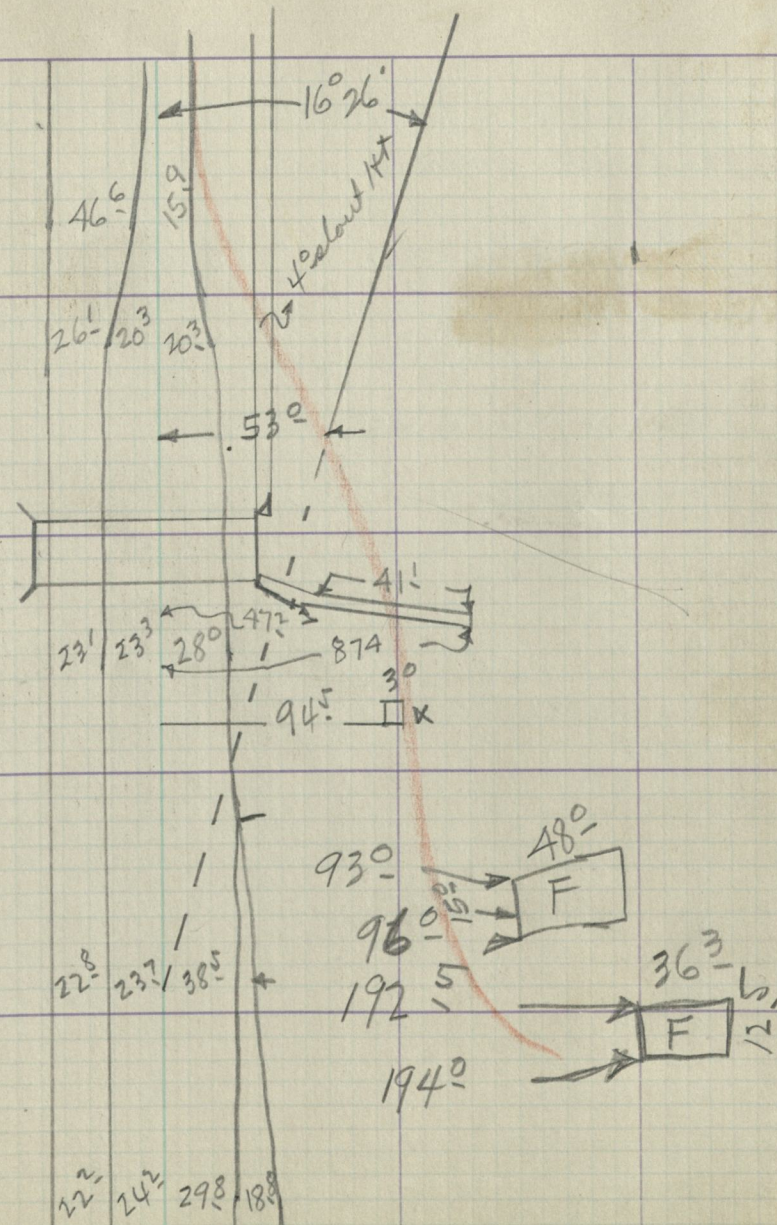
23 + 357 Round Bin 88 L

~~23 + 39 = 62~~~~23 + 26.3 Pure Rock 36° R~~

~~23+00 shd 33.8 R + cto~~



26+00 ct



Sheets
34+59.5? H13 Wye

34+00 etc

33+00 etc

32+00 etc

31+53.6 H13

31+00 etc

30+77.3 P.F. 10 sp

30+28° Portal 82°-R WU 66°-L

24.9
15.0

34.2
15.0

41.8
14.8

45.8
14.9

cone Blauket
4° slant Ht

W 462° L, Post 148° R

42+62° — Post 85° L

42+62.8 P.T.

38+54° Beginning Dyke 35° R
walks R+L

on Conc. 37° long 5° ct & Ht

38+09° B-670 B & T Rail

38+00

37+98° H/B

37+45° Line of Earth Dyke R & ahead

37+40° End Conc Blanket 38° R

37+22° P.F. 10 sp

37+00

36+82° H/B

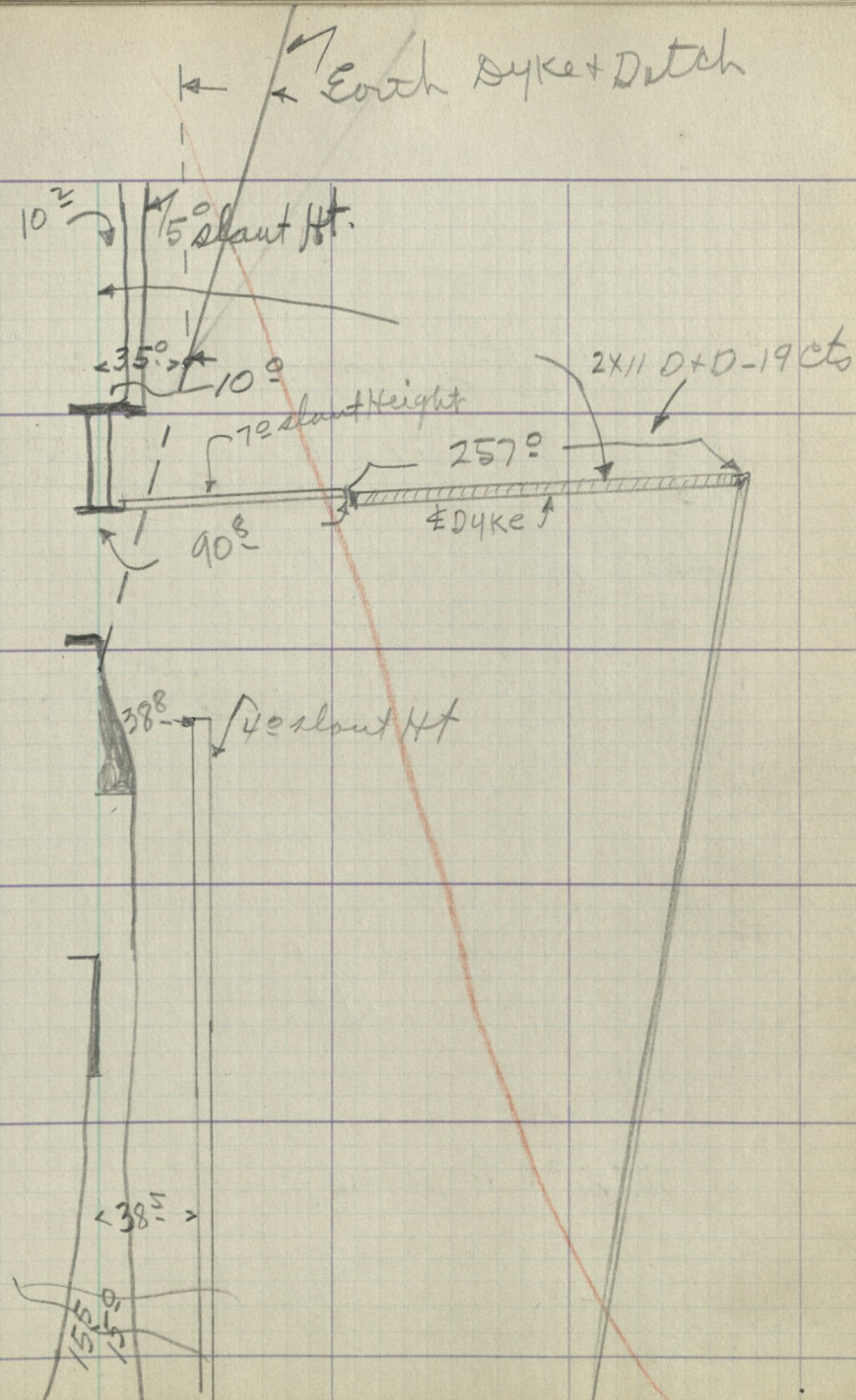
36+06° P.F. 10 sp

36+00

W 464° L Post 77° R

35+62.8 PC 10° L Δ 7000'

35+00 ct



$83 + 25^\circ$ Postal $65^\circ R$

~~Abd oil fence 449 R~~

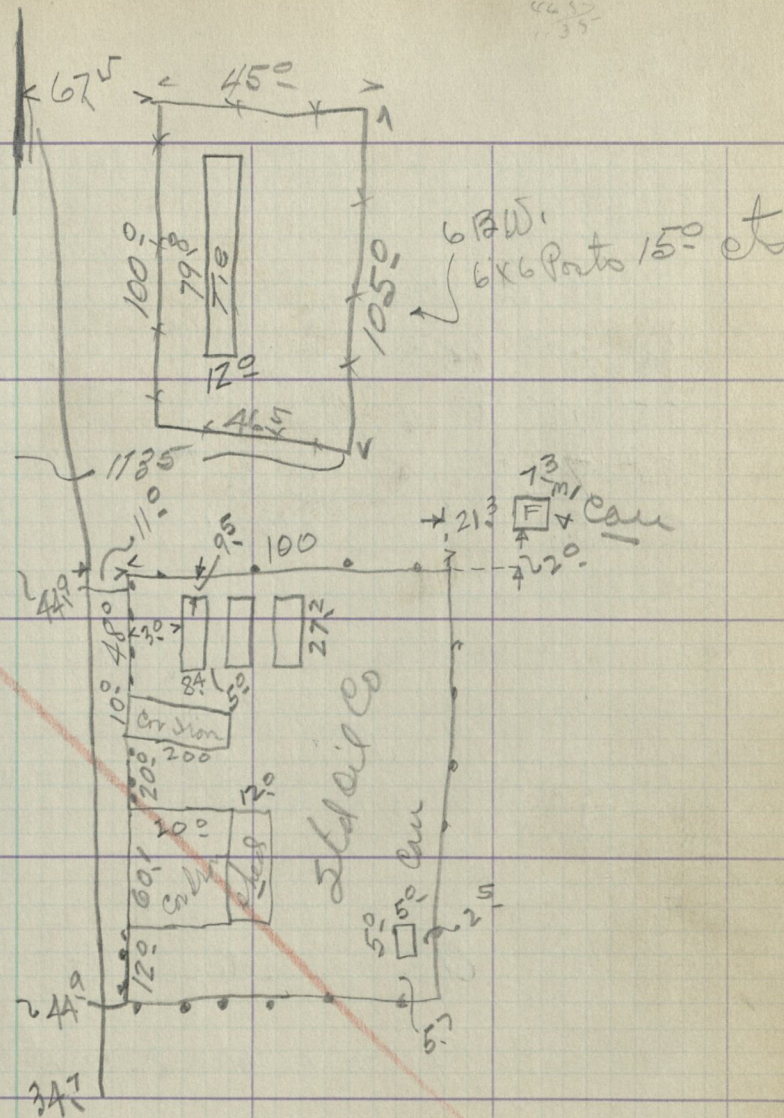
End Std Oil Spun 343 R

Br

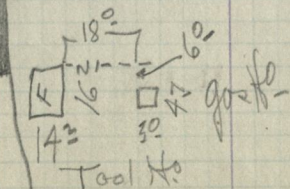
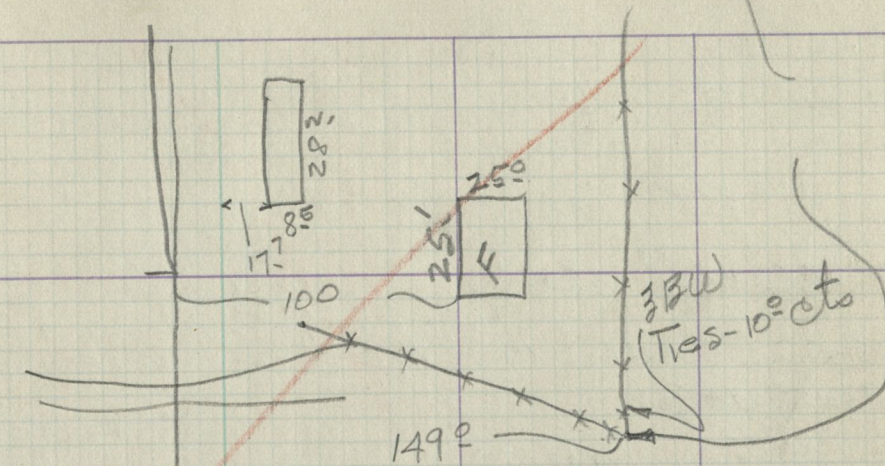
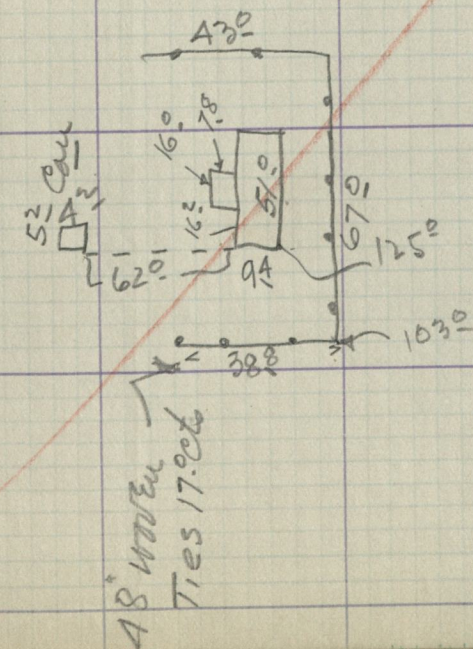
1-48" x 40° Conc Pipe, Hd walls on R only

Private Prop sm 41⁸ R

36080+00 @ts 185



86+199 10" Otto water Column 92° L
 86+00 Cts
 85+89 = R. master's office 17° R
 85+88 = H 13
 85+76 = End fence 31° R → 85+78 = Agents H = 100° R
 85+72 = Road King
 85+56 = fence 149° R
 85+50 = H 13 steel spur
 85+47 = old trails sign 71° L
 85+45 = Rd King sign 16° R
 85+38 = Mail Crane 10° R → 85+30 = old trails sign 148° R
 85+21 = Pipe + Post 200° R + L
 85+00 Cts 19°
 85+02 = old trails sign 102° L
 84+97 = Roadmaster 16° 125° L
 84+88 = Fence around the spotter's H = 103° L
 84+72 = P.F. 10° L
 84+71 = Pool H = 18° R



200
 51.5
 148.5

89400 cts, + WU 51st L ~~Pantal~~ R

88+915 P.F. 105p

$88 + 80 \text{ MPa} \cdot 68\frac{1}{2}$

88+225 order B2 10° L

88+15' NB

88400 Prisy 93° L

87+98² Depot 18³ R

87+ 74⁵ End spur 64.9 R

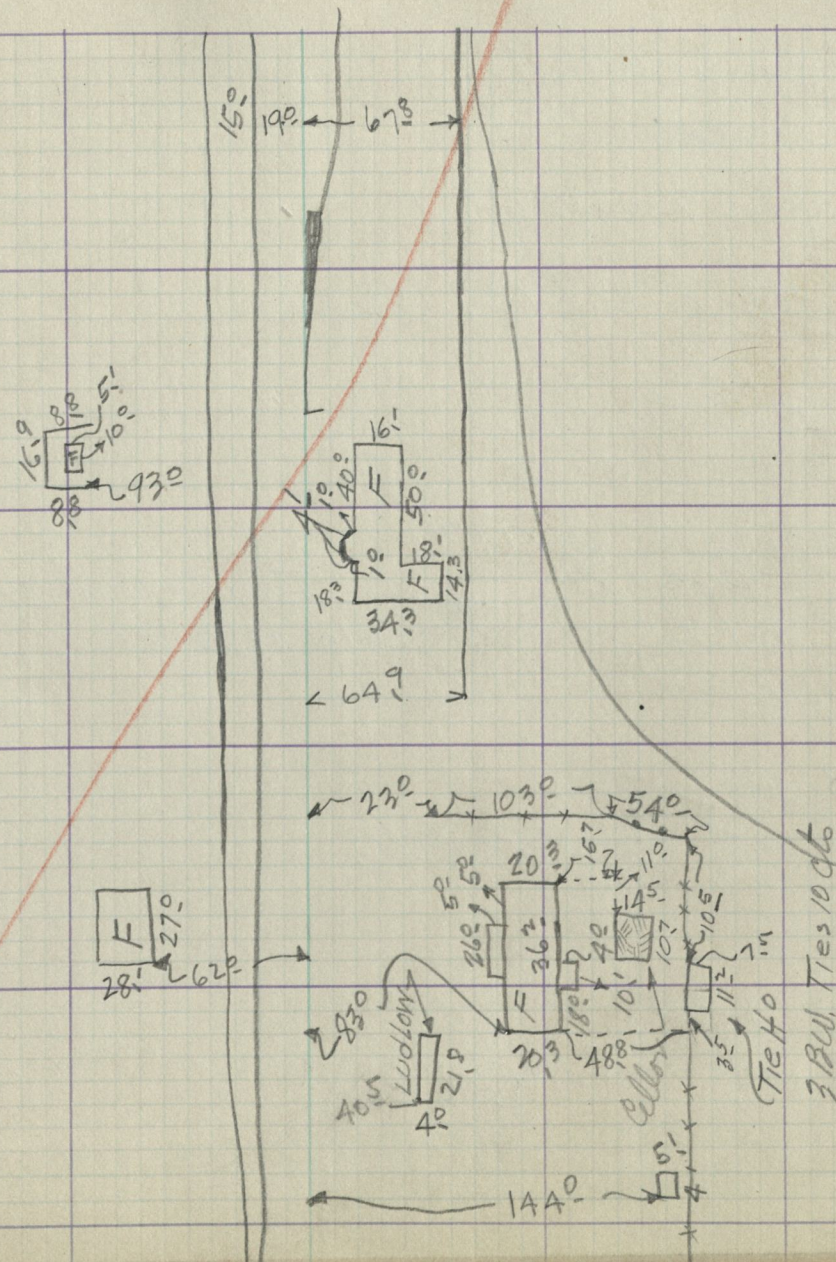
87+49? force line 23^e R

86 + 98° H, S. Co. office 62° L

 $86+76^3$ Rec Ho 830 R

86+550 Ludlow Regn 40^E R

86+196 Priority 144° R



92+00 cts

91+66.8 where 80.5 B (where proper)

91400 Cts

$90 + 60.8$ old trails $\approx 141^\circ R$

90+640 Postal 47° ~~T Rail + Post 200°R~~

90+36° Tel Xing (one wire) (B/22, 38°B, 66°L)

90+28⁵ H.B.

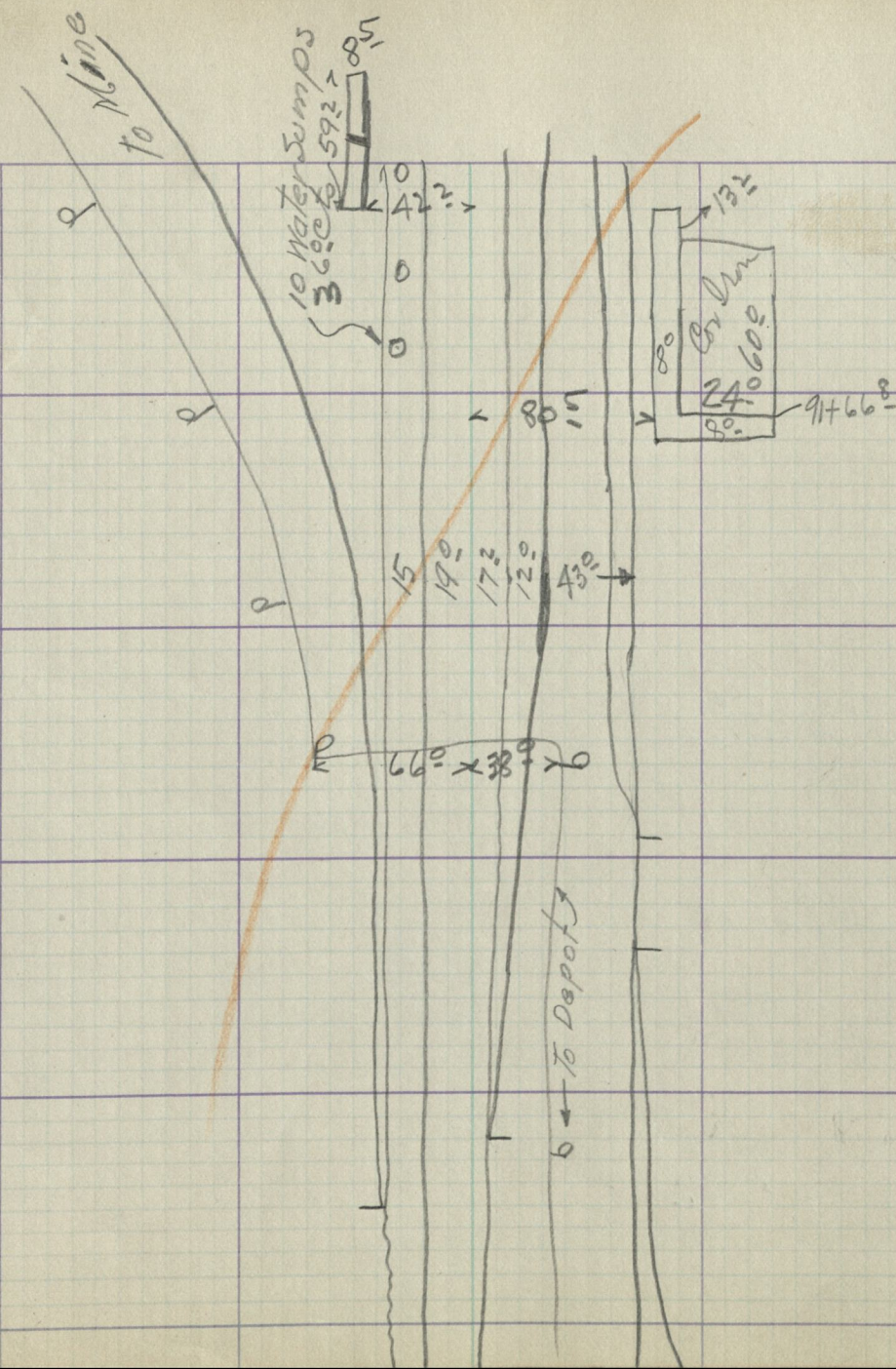
 $90 + 17 = 107$

90+16° 10" at low water Col 86 R.

90

89 + 653 H13 R

89+54⁸ H13 L (L+s Ry)


$$\begin{array}{r} 90 + 20.5 \\ 27 \\ \hline 178 \end{array}$$

96400

95400

944079 Pump No. $\begin{Bmatrix} 70 \\ 69 \end{Bmatrix}$ L
94400

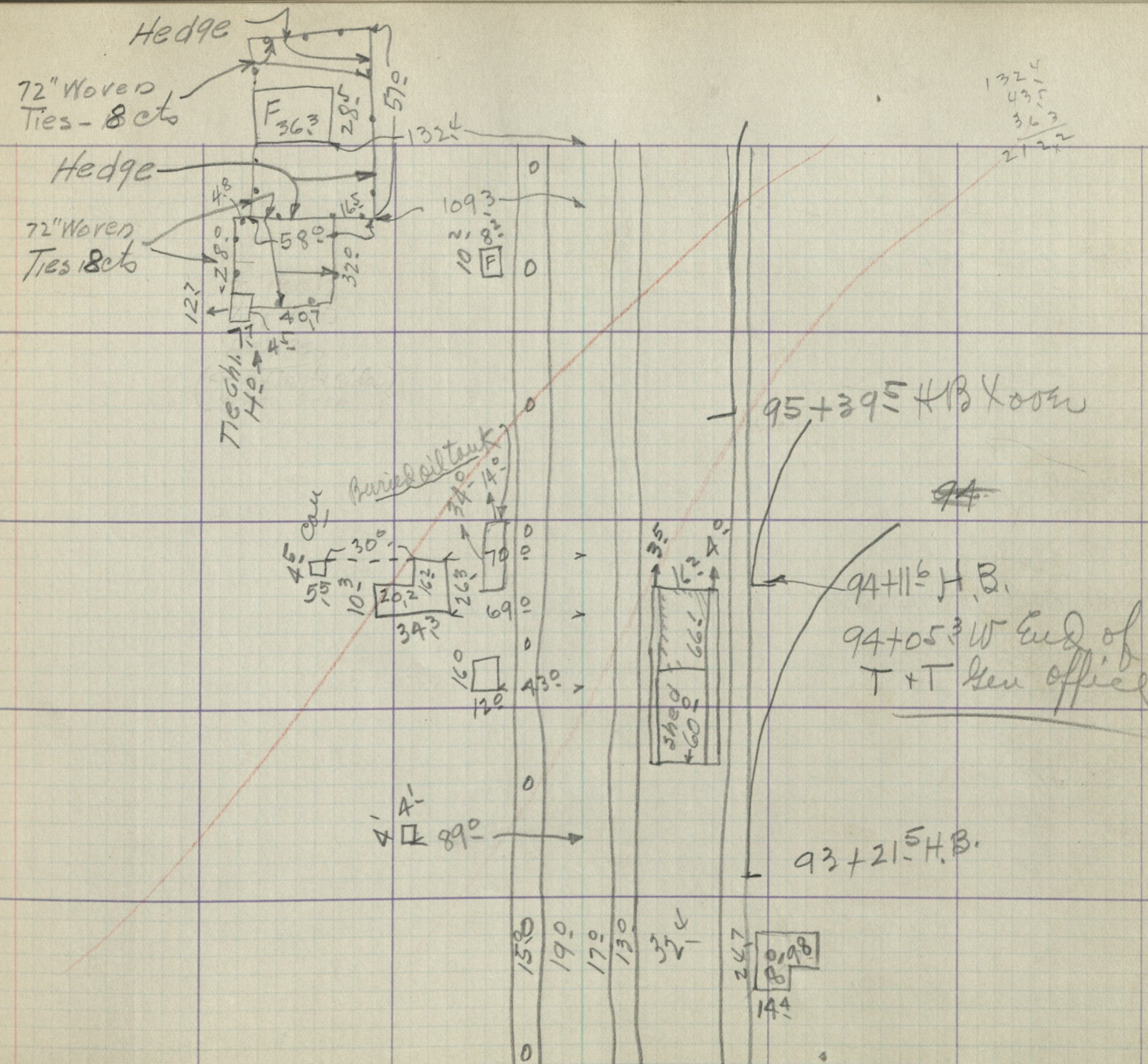
93+92° cistern 43° L

93+504 Fm No 366 R

93 + 29⁴ / Priority 89⁰ L

93 + 00

92-695 Ice Ho 92°R



100+38° PF. 10.00
36/00 Cto

99+83° Clearance Post 62° R

99+09° 24x44° Steel Water Tank 60° L

99+00

98+79° Pipe + Post 200 Left only
98+00 Cto

97+69° Buoy 212° L

97+48° HB

4 5' 212°

170

131

423

190

170

130

448

97+45° NB

97+38° HB Xover

~~05+00 etc~~ 05+00
WU 52° Postal 71° R
05+72? P.C. 4° R Δ 57° 28'

04+213 Pipe + post 100 L + R Trail 700 L + R

03+74° H.B.

03+34? Wt sign - 95° L

03+21° H.B.

03+00 etc

02+31° H.B.

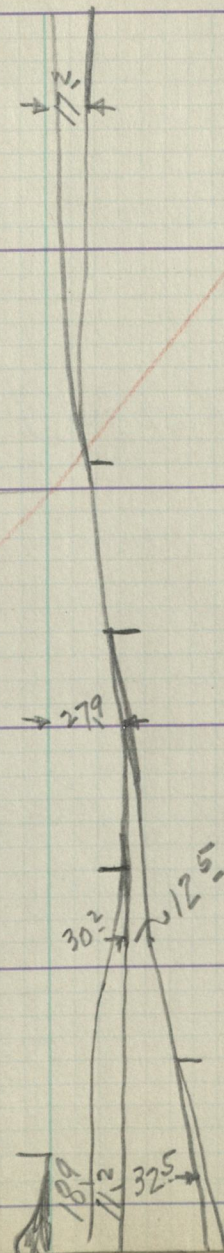
02+00 etc

01+32° H.B.

01+14° H.B.

01+00 etc

R



12+25° Conc Blauket 615 L

10+65° End Spur 275 R

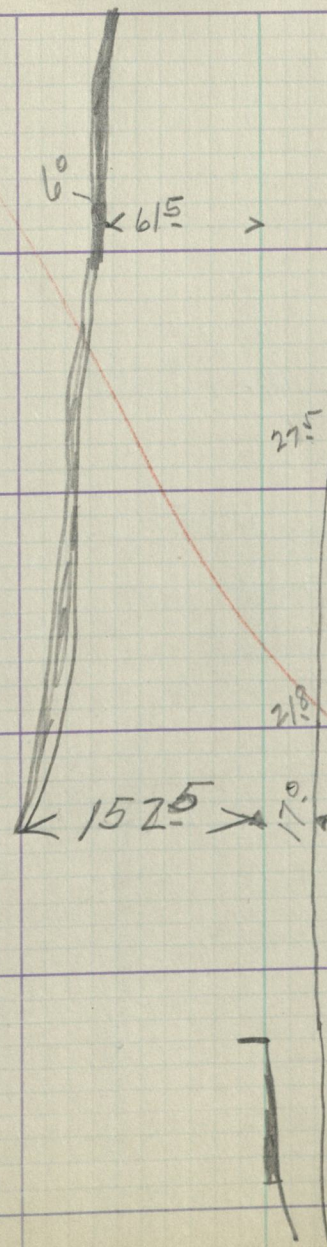
09+00 Cts 218

08+00 Cts Blauket 1525 L

07+70° Pri Prof Agn 445 R

05+94° #13

05+18° P.F. 10 24



36123 +00 Tied up 8/31-15

21+14° MB. 694

20+08° P.T., WU 40° L, Posta/48° R

16+73° End Conc Blauket 44.5° L

14° Long 18° at. Ht.

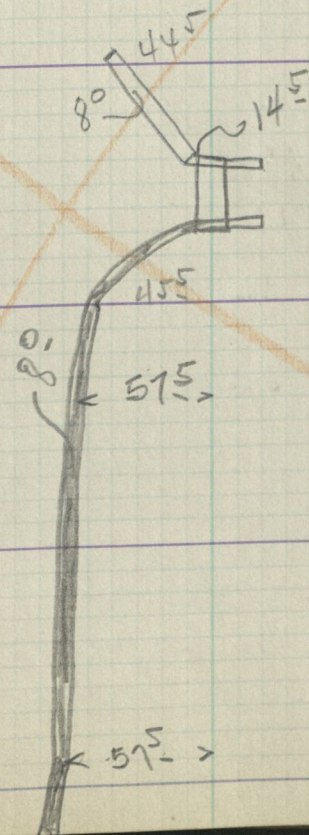
16+33° A-694, BS Frame Tres Unit

16+00 Conc Blauket 45.5° L

15+21° Conc Blauket L

15+20 MB. 684

13+82° Conc Blauket 57.5° L



57.5
61.5

Bldgs on left of M.L.

90 + 63 = 153

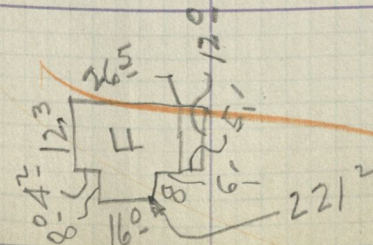
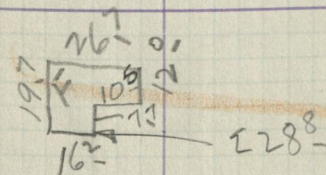
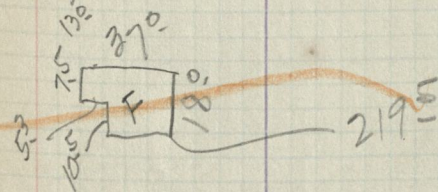
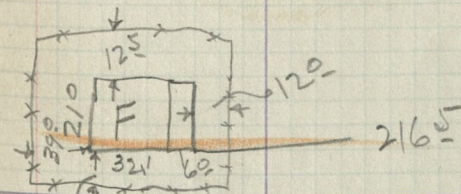
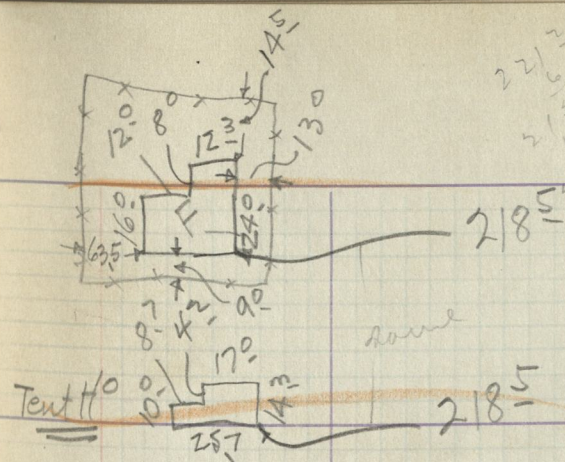
$90 + 13.5 = 103.5$

894058-402165L

88+01.5 ~~Castano~~ 219.5 L

88+09³ Bakero Ho 228⁸ L

86+70° Smiths No 2212



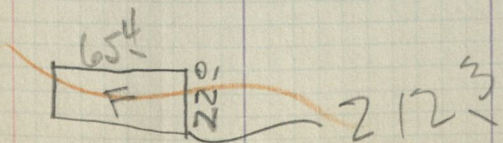
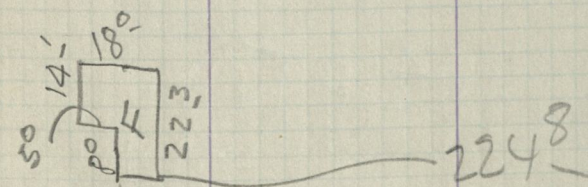
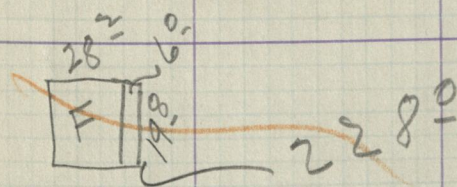
Bldgs on $\angle$ of ML

~~93+090 H= 228° L~~

92+290 H= 224.8 L

~~91+58° H= 212.3 L (Hotel)~~

91+58
21
229



Ludlow Southern Chaining Notes

103 3/4
05 3/4
16+26⁴³ P.T. 8° L

13+18³ Run Blanket & E End Pole B 28° long

06+43⁰ 2nd Pole 31° L

05+91⁰ P.C. 8° L $\Delta 82^\circ 51'$

02+57⁰ Water Crane 85° R $\rightarrow$ 2+26⁴ P.T.

02+39⁸ Platform 75° L

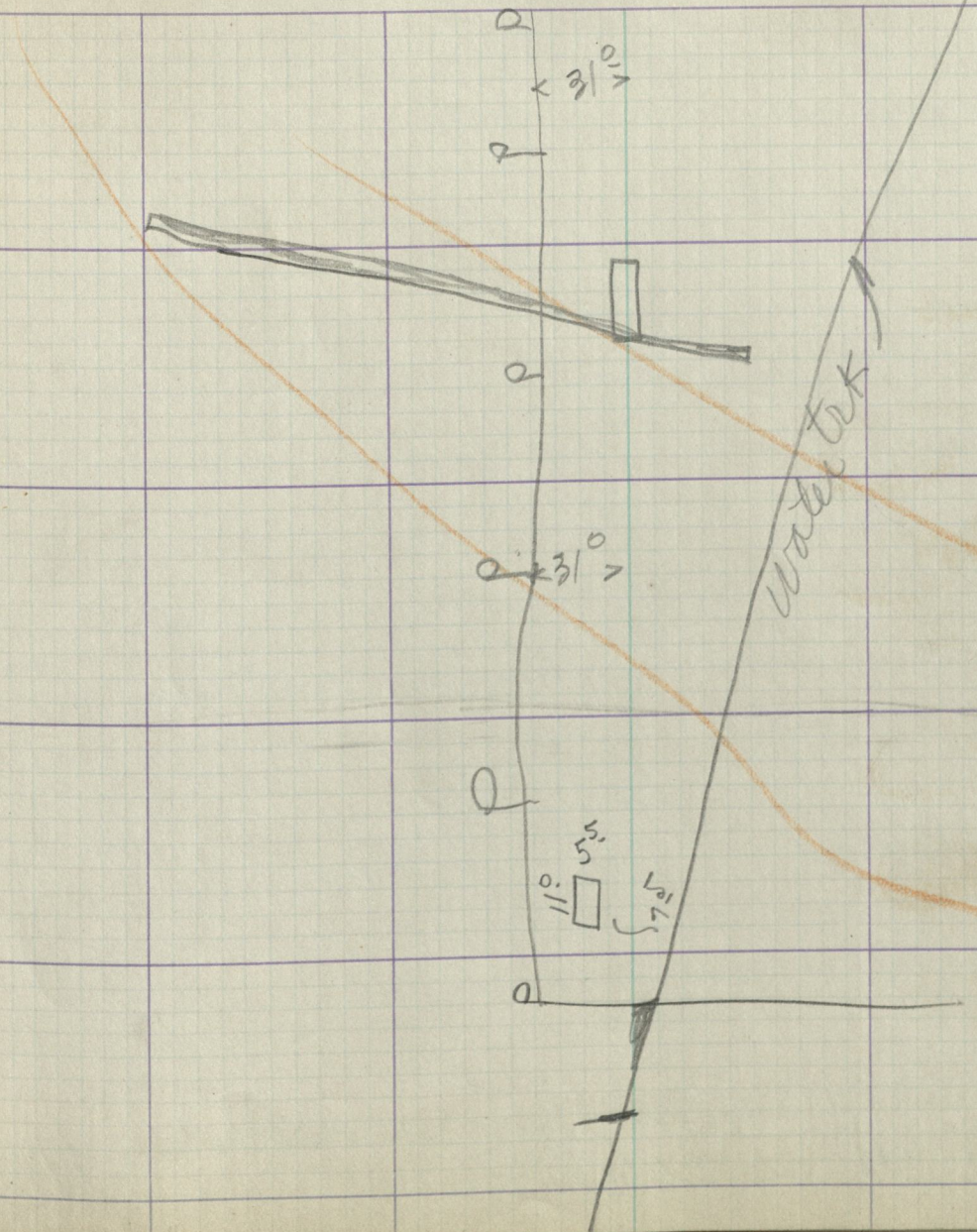
0+88⁵ 2nd Pole 26° L

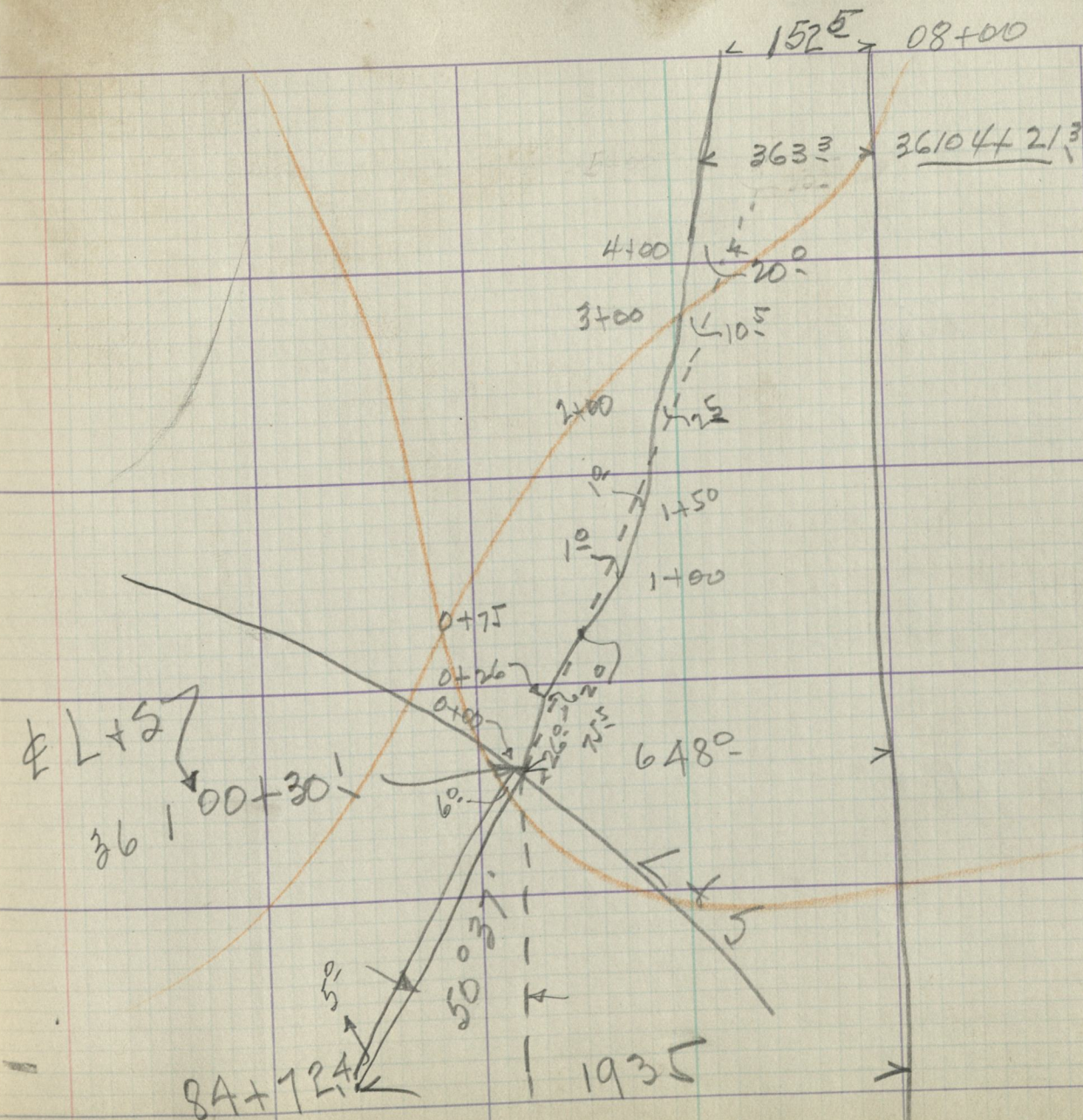
0+79⁵ P.F. No. 9 & P.T.

0+00 = H/B -

0-05⁰ P.C. 7°30' L $\Delta 6^\circ 22' = 89+49⁸$

6 | 8.71664
1 4528
0+81¹
1 453
2+26⁴





Bldgs on R of M.L.

~~88+52¹ H^o 200⁷ R~~

~~88+07² H^o R-215³~~

~~87+51² H^o 208³ R~~

~~86+77⁹ H^o 208⁵ R (Post Office)~~

~~85+27² H^o 217³ R~~

~~85+00~~

~~84+93⁵ H^o 210³ R~~

~~84+59³ H^o 204⁰ R~~

~~20⁸
18³
F
26⁰~~

~~F
9⁰~~

~~14⁰
32⁰
F~~

~~22³
F
17⁰~~

~~25¹
22⁵
F
16³
11³ 6²~~

~~14⁴
F
18⁰~~

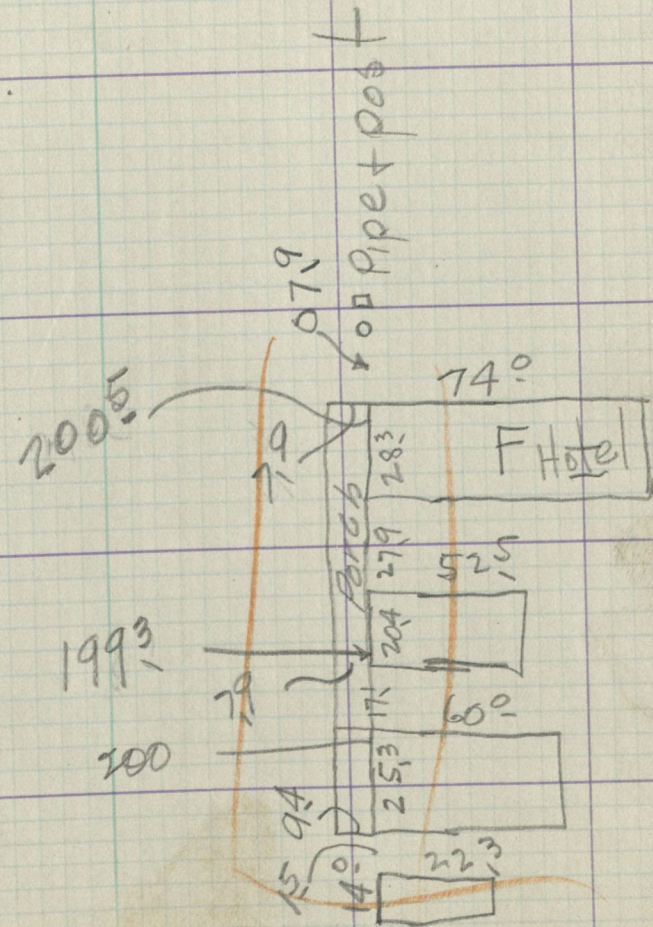
~~16⁰
20³
14¹~~

Tin Ho
Parker shop

Bldgs on R of M.L.

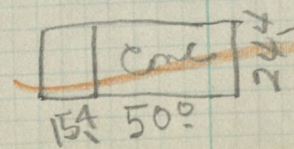
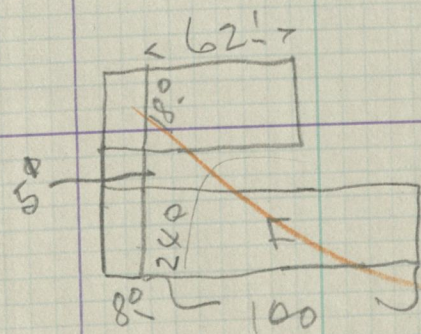
~~88+923 No 200 R~~

90+903
91+675



~~91+675~~ ~~store 2068~~ R

~~90+90³~~ ~~store 2065~~ R



14+56' H.B. Salt Lake

$14+30^\circ$ Pole 35° L

14+124 Postal Pole 126°E

124757 P.F. Rigid

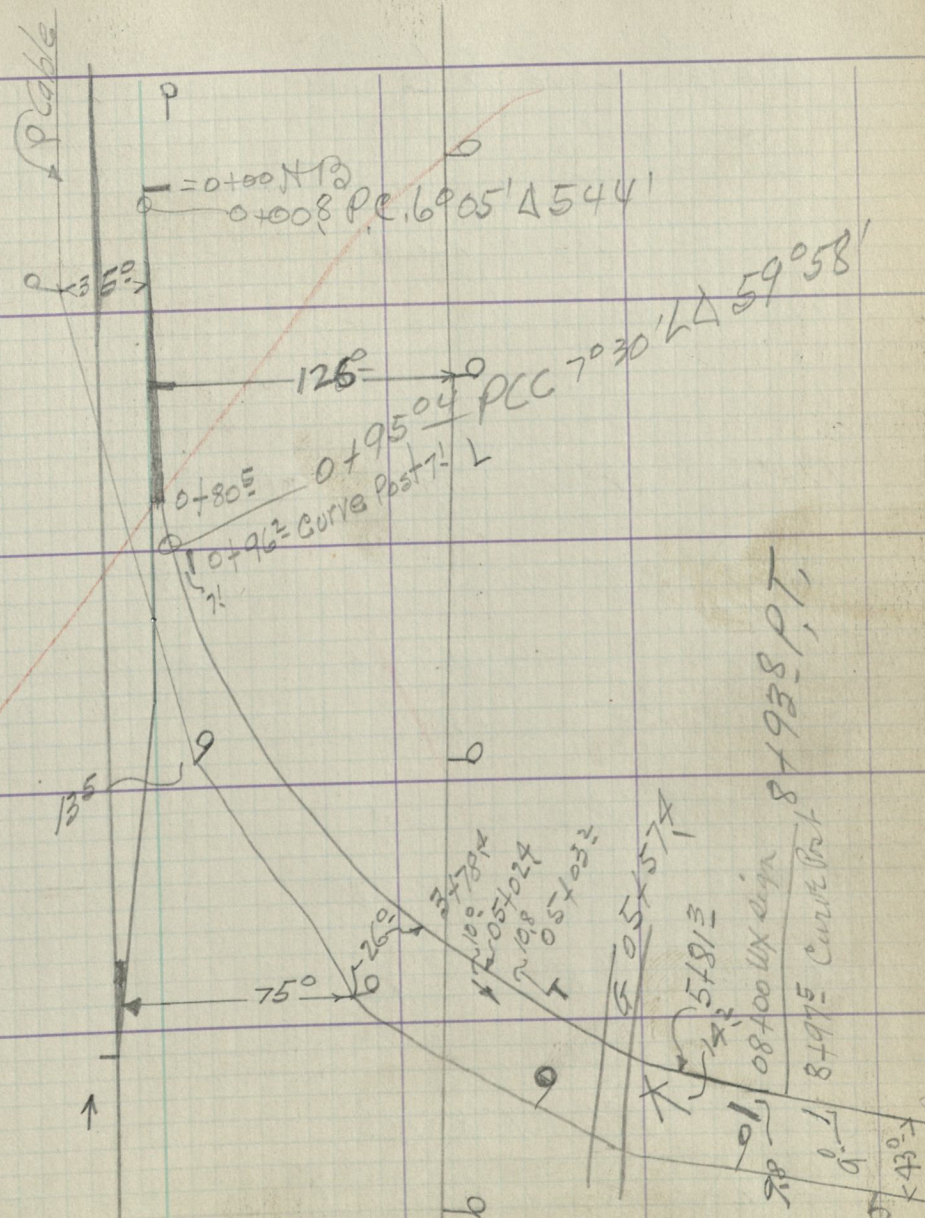
134

12+37⁶ Pol 135A

12400 M.P. 727 1/2

11+25' P.F. R 1910
10+83' Tel Pole 75° R
10+15' P.S. 2nd FR
38410+143 566 pole 10' L

3842+00 M.P. 727 1/2



18+39⁸ Stub Pole 26⁶ L

18+22² Dwarf Signal 7.9 L

18+18⁹ P.S. X-over

18+20.5 WTL 85%

18+15¹ Dwarf Signal 7.9 L

17+87⁰ End spur 270⁰ R

17+65⁹ Stub pole 26⁶ L

17+54⁸ Dwarf Signal 14 R

17+43² P.F. X-over

16+68⁶ P.S. TTK No

19.5 R

16+67¹ P.F. X-over

15+86⁸ P.S. X-over

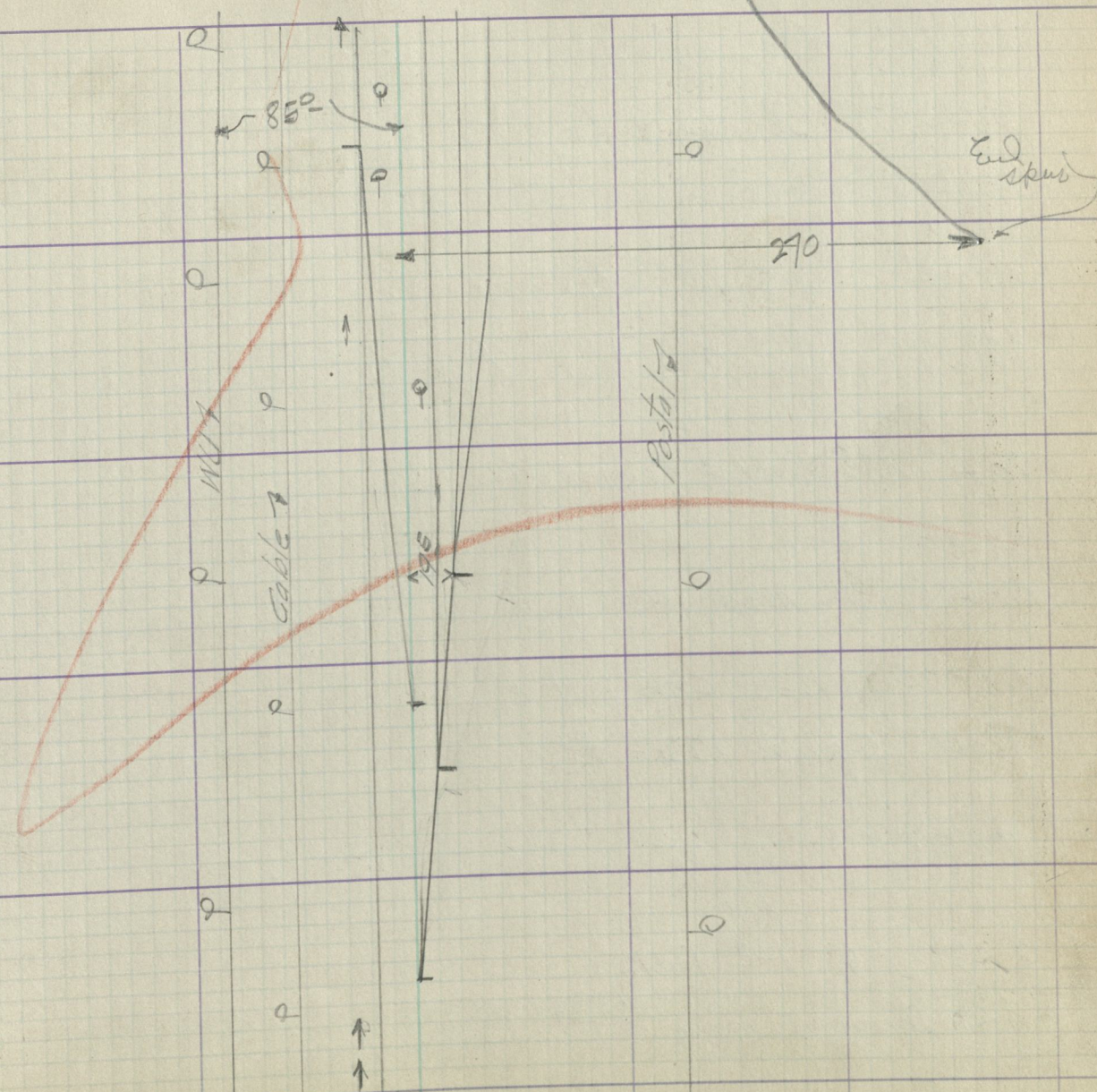
15+78⁹ P.S. TTK No

15+56³ P.F. 10" sp'

14+76⁰ P.S. TTK No

14+72³ Stub Pole No⁸ L

14+70³ Stub pole No⁸ L



21+713 H13 spur

21+475 Semaphore No. 1 L

20+450 Cable Line 524 L

21+200 No 108° R

20+510 Roof markers R & L (Paper & Post)

20+488 Dwarf Signal 413 L

19+233 P.F. 103p No Trk

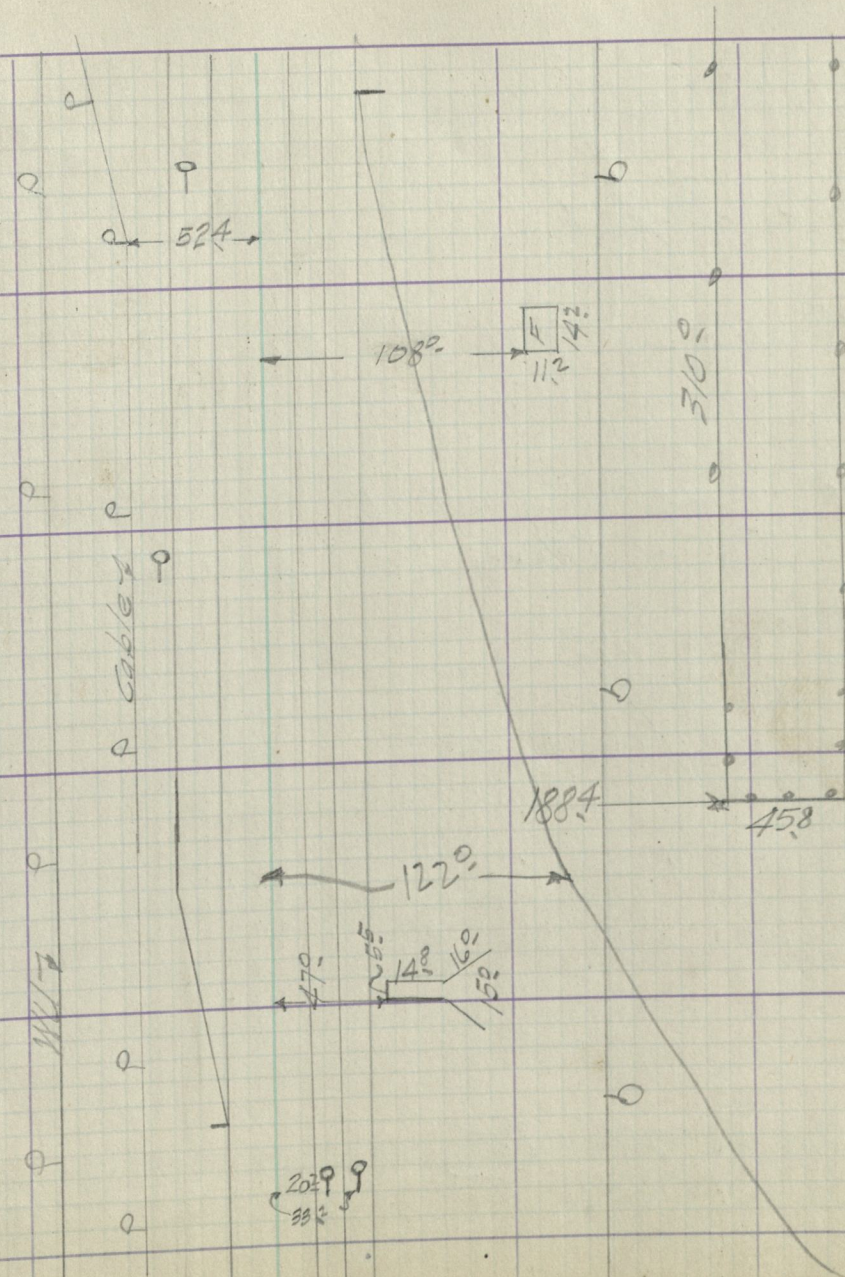
19+095 Fence Cor 1884 R

19+00 Spur 122° R

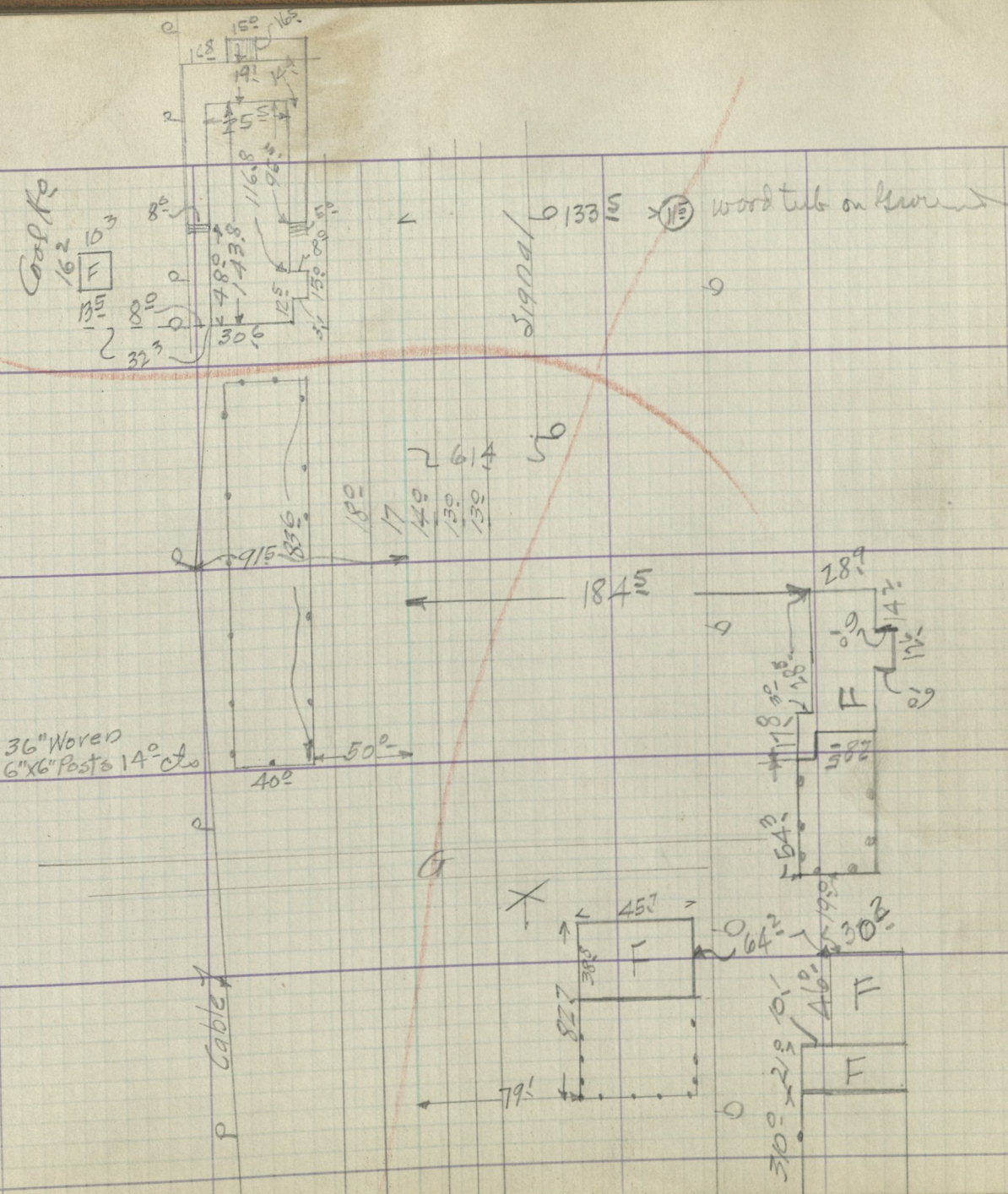
18+512 E End stock chute 47° R

18+475 P.S. H2 Trk

18+445 Dwarf Signals 207 & 335 R



22+13' Fence 79' R



30 + 132 Wagon Scales 762 R

29+37-1 Lumber Co office → 53² R

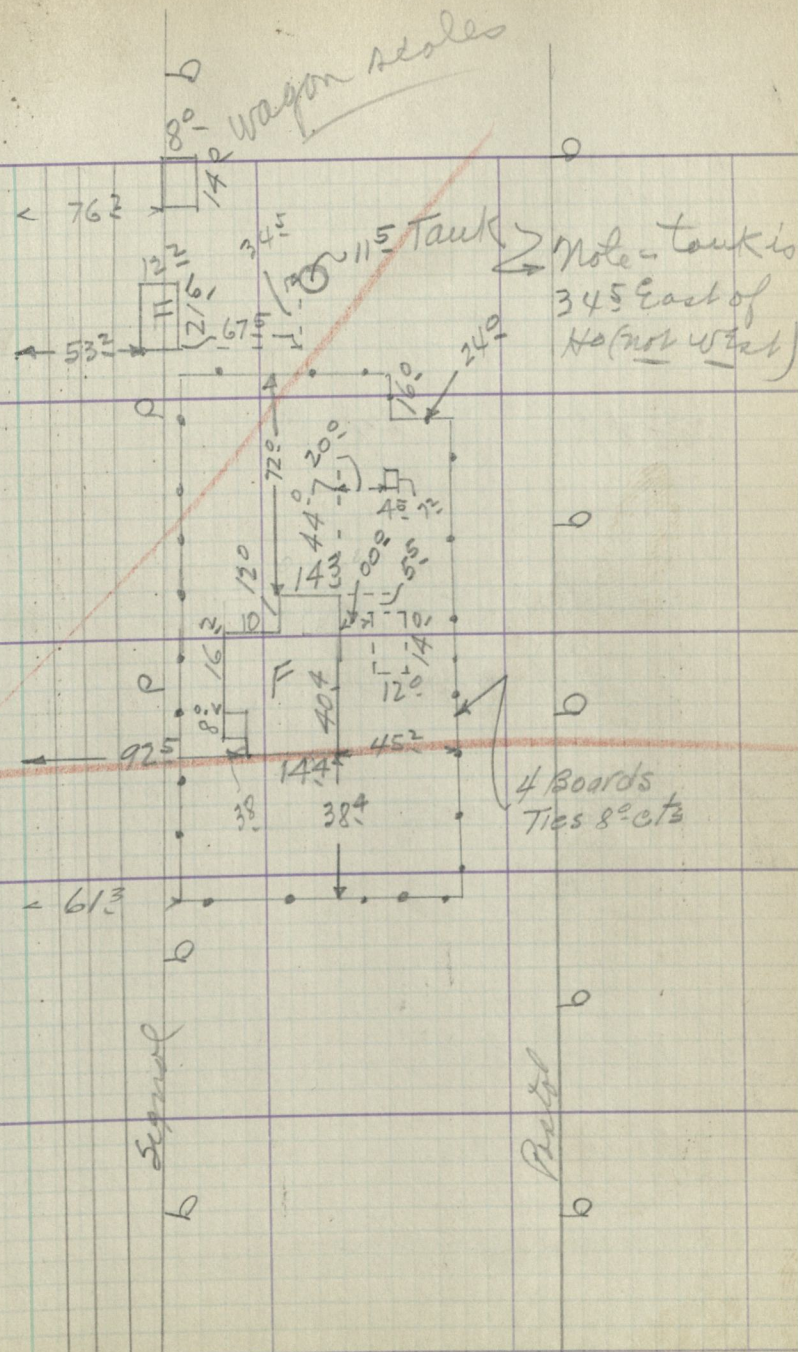
29427 $\leq$ P.F. 103p

28451² Sta Markers R/L (Pipe R/L)
28450⁵ HB XOVER

284505 HB XOVER

27 + 36 = 5 Rec H = 92 ER

76+39! Tank 170⁵ L (24 x ? Wood Sub



33+34⁵ HB Xover

33+31⁵ Prty 92⁴ R

32+57⁶ P.F. Xover

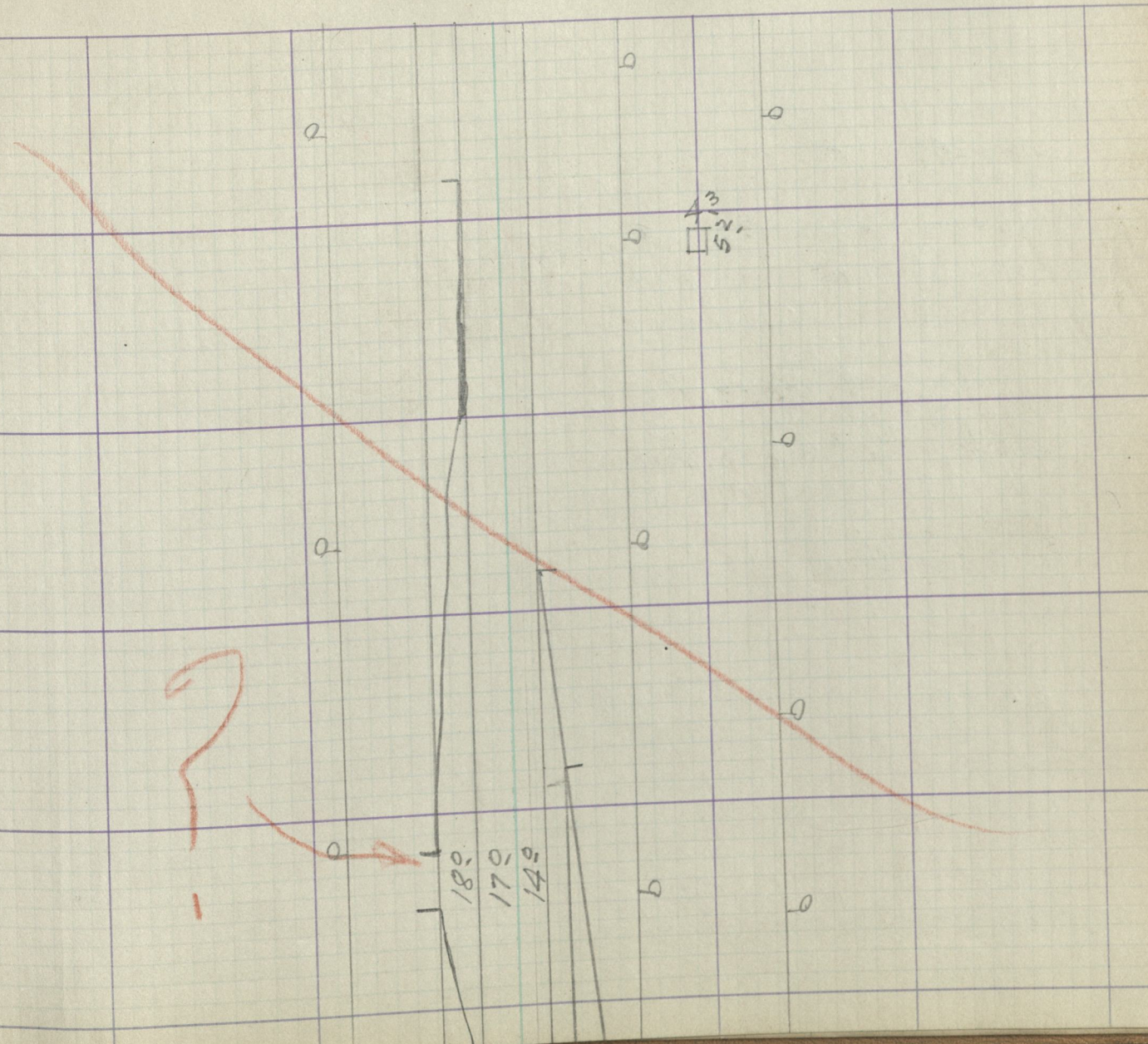
32+51¹ No Marked Pipe & Post R & L

32+02⁴ HB

31+11⁰ HB

31+00⁰ O

30+83⁵ HB Xover



835

35
42
77535
35
42
1132

36+70° Stab Pole 33° R

36+51° Ref W. Marker RL Paper Post R+L

36+265 P.F. 10x4

36+22° Priority 85° R

36+00 WU 83° L; Signal 61° R Postal 133° R

35+82° Rail Rock 65° L

35+48° H13 X 200 W

35+45° Indicator 8° L

35+40° auto aim 77° L

35+29° " " 113° L

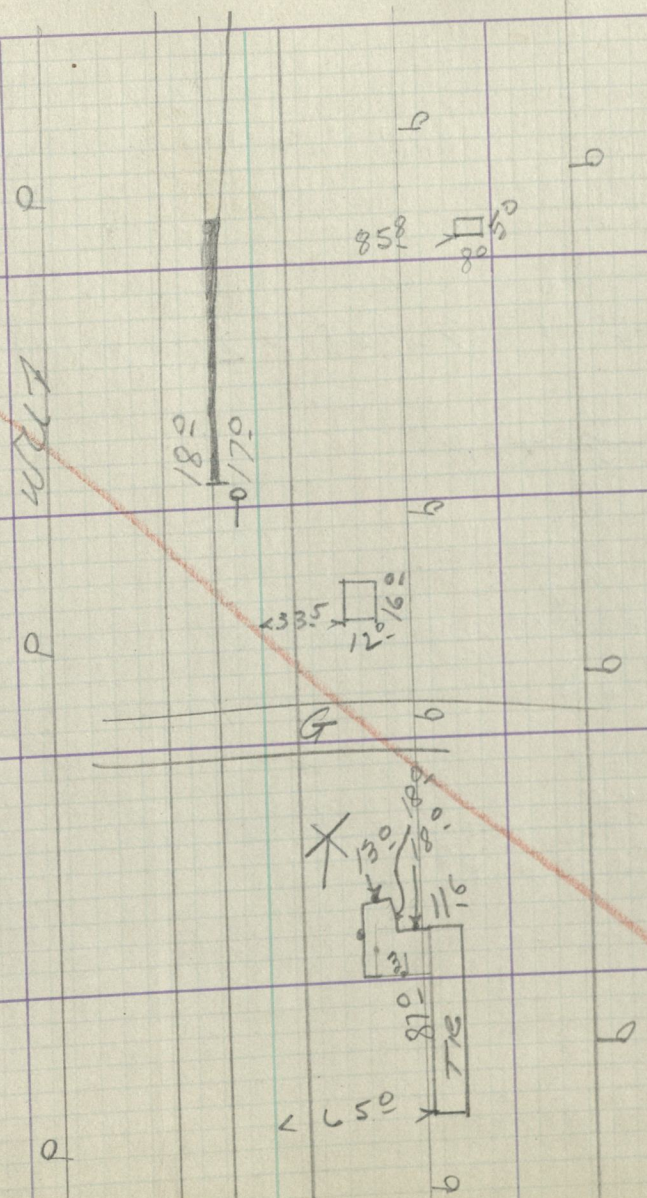
35+28° " 200 H 2 33° R

35+00 L R Xing

34+88° Xing Rijn 31° R

33+78° Bank H 65° R

41°



45+45⁵ A-739 2-45" x 24" x 70⁸ Wood & Bates Creos

44+45⁸ m 13738

44+00 Cto 15²

40+00 Cto 16⁵

39+76⁰ Oil received on 34⁰ R

39+00 Cto 16⁸

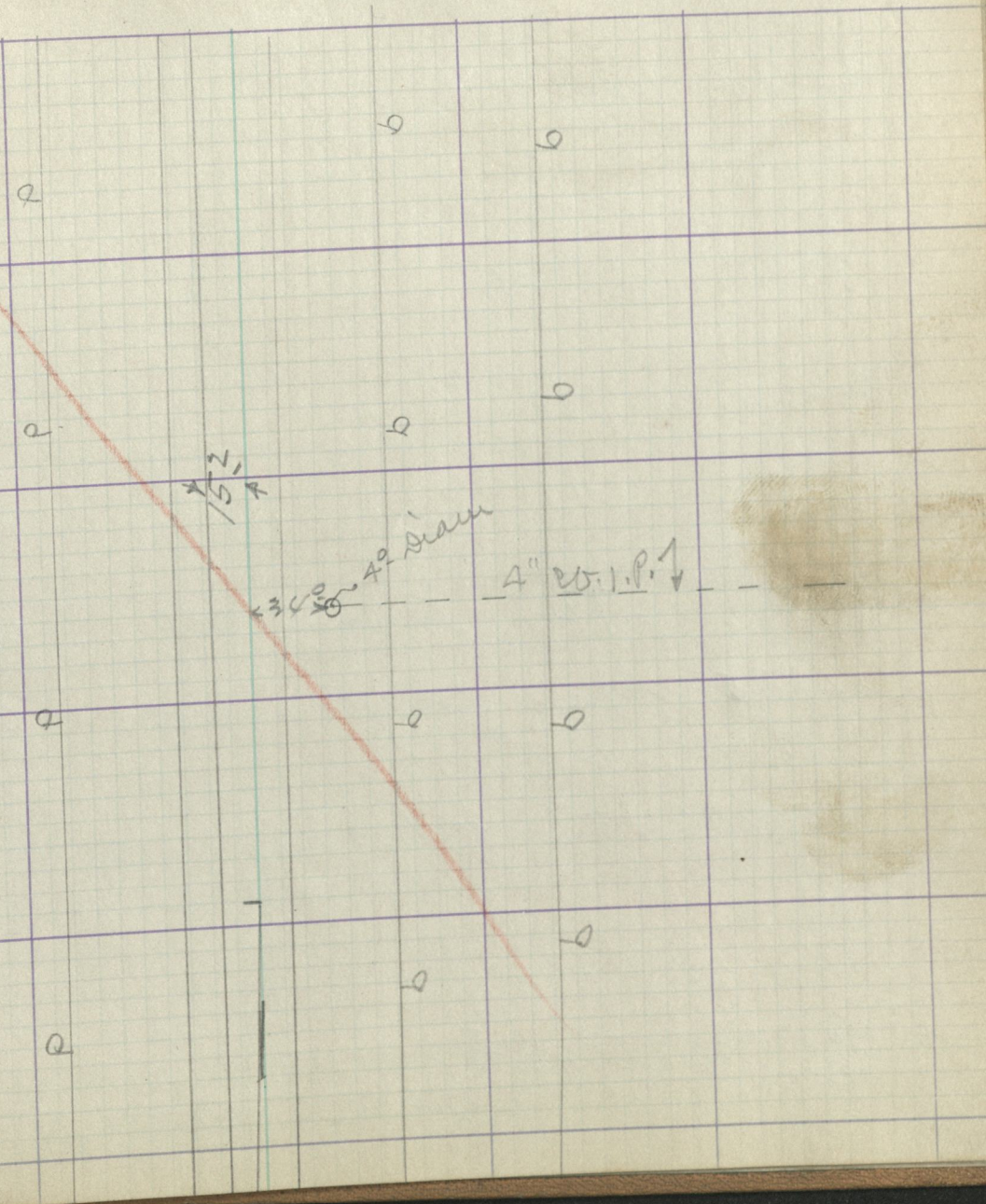
38+40 m P 728

38+00 WU 835 L — Cto 17⁰

37+82⁵ Indicator 8⁸ L

37+81² HB X 00² W

37+01 P.F. 10 ap



70+99.8 H.B.

70+98° Indicator 25° L

70+21° P.F. 10 sp'

64+80 M.P. 728 1/2

56+00 WLL 72° L; Signal 63° , Portal 133° R.

52+85° Apex of Dyke & Ditch. *Left*

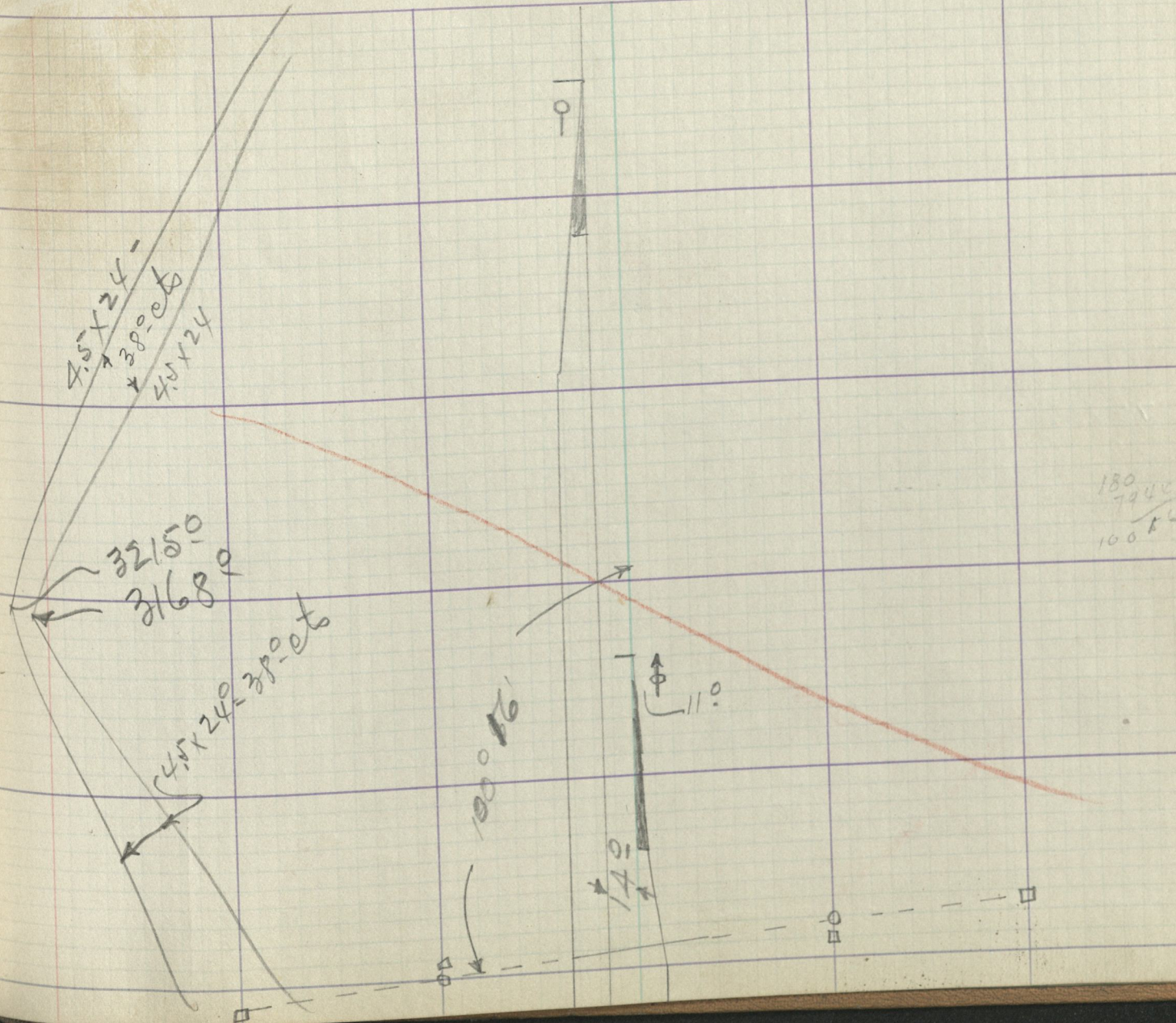
50+42° H.B.

50+38° Stub pole + Indicator 11° R

49+62° P.F. 10 sp

49+00 Cts 14°

46+17° R of W Markers 100+200 R & L



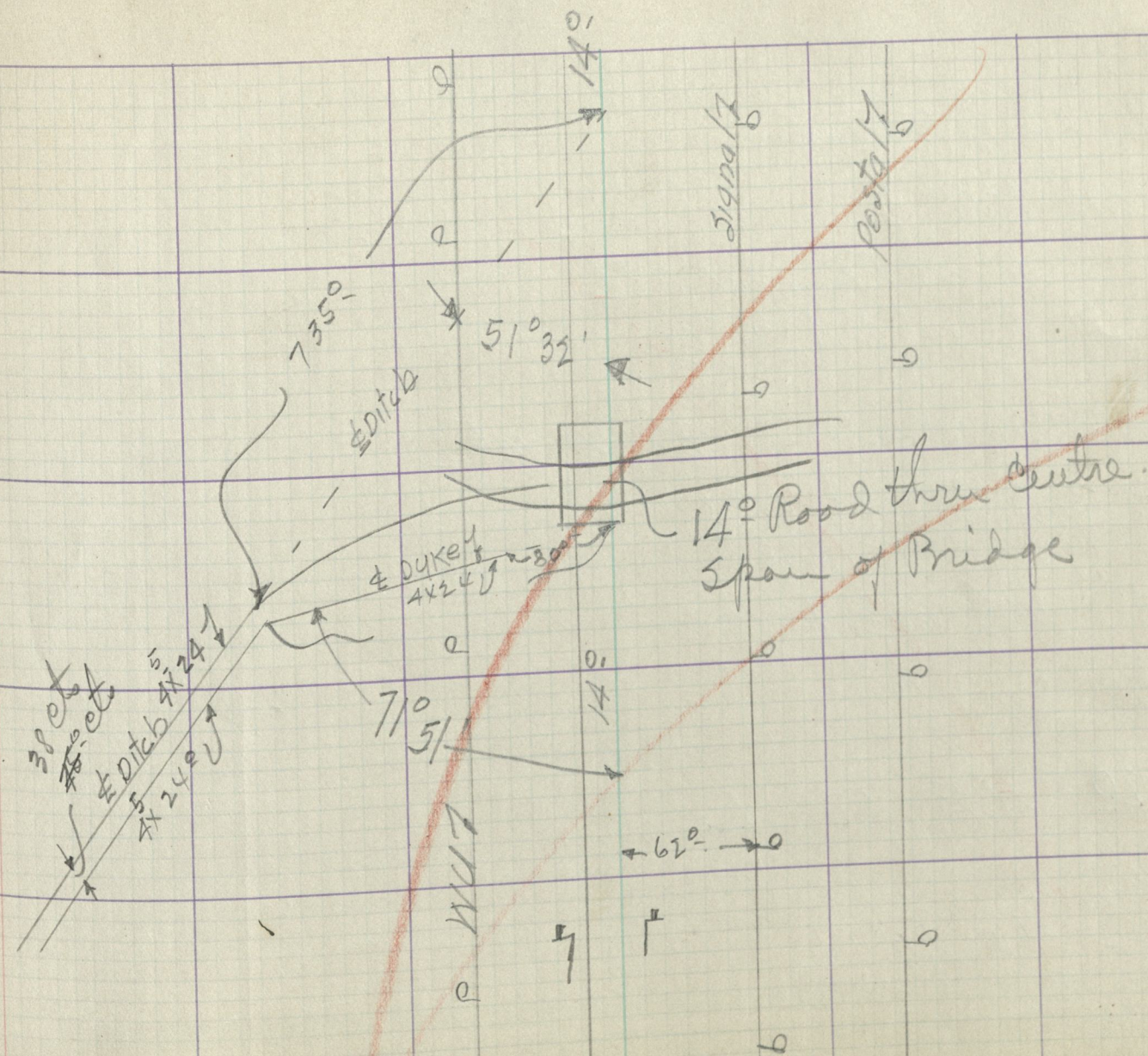
78+336 Line sketch

125 high 42⁶ long
75+38' B-739 B.D. Pilot's Cre

72+00 signal 62e R

71489² Rev. 10.5 R

714875 Rem 24.7 L



22+87⁴ P.F. 105p

22+07² H.B.

Pipe & Trk, Post 85L

21+91⁶ P.C. 1° R Δ 26° 00' W 22° L Portal 52° R

20+01² Pkg of Loading Rock 76⁵ L

19+15⁰ Tel. Booth 19¹ L

17+18⁴ H.B. 66° L

16+02⁰ H.B. 53° L

14+86⁸ H.B. 40² L

890' to Quarry

24 30 30

24 30 30

24 30 30

24 30 30

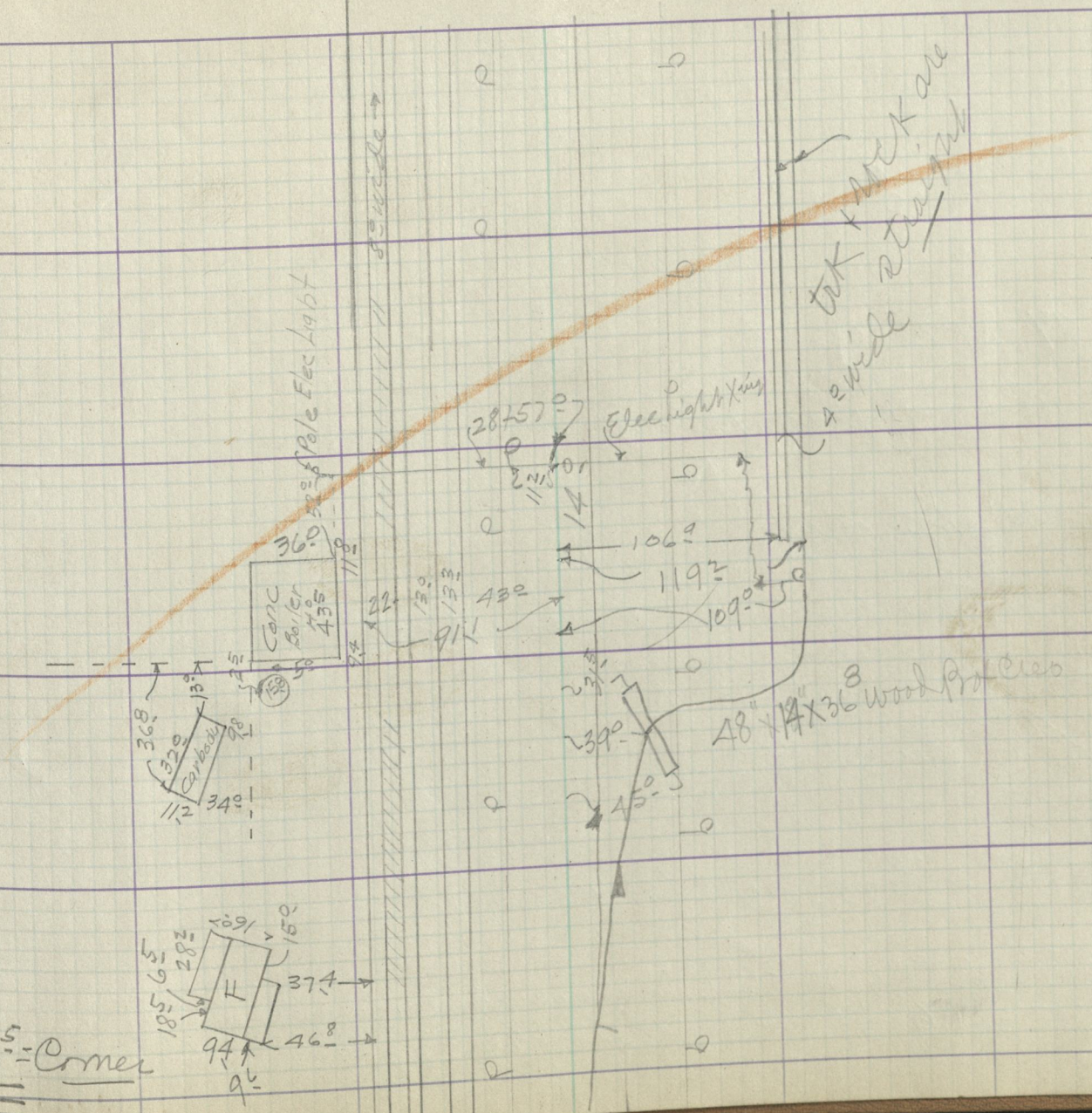
53

125
815
2665

25005

484
311
173

28+840 Loading Rock 1069 R
 28+395 1/6 Steel oil tank 2665 L
 27+605 Corner of Power Ho
 25+080 Wood Box on siding - 390 R
 24+950 S Rail
 24+820 S Rail
 23+405 NB



35+03-45

29127
8 58
29185

36+31 N.B. 32' L

36+00 M.P. 80 7 1/2

35+47° N.B. 45' L

35+10° End spur 115° R

34+67° N.B. 59° L

34+45° End Loading Rack 106° R

33+91° Private line

33+32° 2nd Pole 98° L

31+94° Bank No 117° L

31+54° End Loading Rack

30+37° W. Pole 26° L (straight ahead, Curves back)

29485.4 116° steel oil tank 134° Left

43°

22°

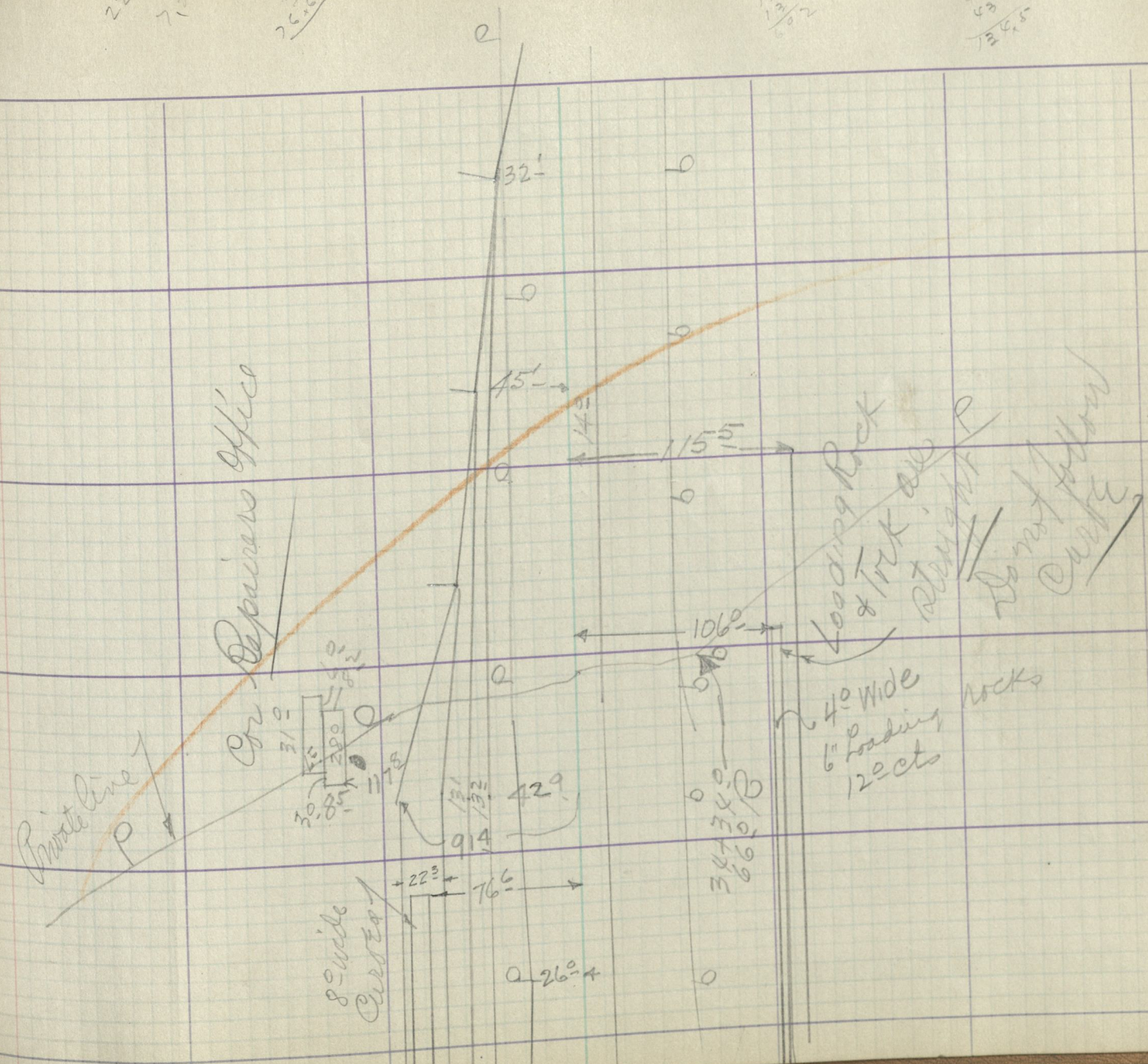
13°

69°
23°
25.6°

25°

42°
19°
60°

69°
22°
51°
53°
124°



41+67° 2nd Pole 692 R

41+06° 5 Gas No 24³ L

41+03° 2nd No 138 R

40+61 2nd Pole 21³ R

40+42° 2nd Pole 54° R

40+16° 2nd Pole

39+97° WU Pole 43° L

39+65° Pole 25° L

39+49° Bunk No 62 R

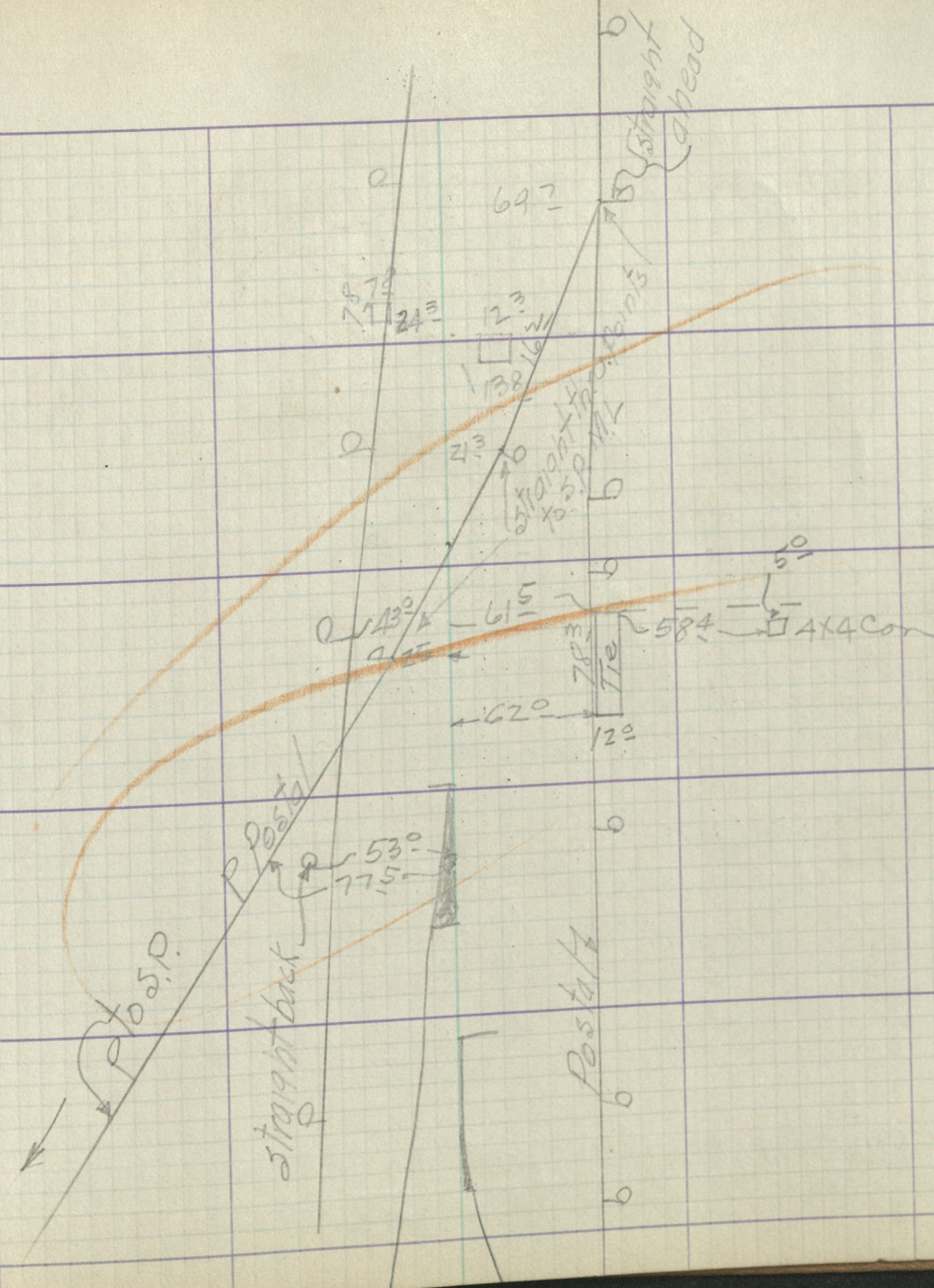
39+30° N 13

38+53° WU Pole 53° L

38+49° P.F. 104

37+99° 3 N 13

37+19° P.F. 10 sp



$$43 + 97 = \notin \mathbb{R} \text{ along } G$$

$43 + 94 = \text{The Pole } 305^\circ R$

43+82° ~~False Pole~~ X Xing Pgn 27.8R

43+495 P.F. 10 sp

437 15.8 Dec No 63.9 } R
65.8 }

$42 + 93^2$ See 42 June $\left. \begin{smallmatrix} 31 \\ 35 \end{smallmatrix} \right\} R$

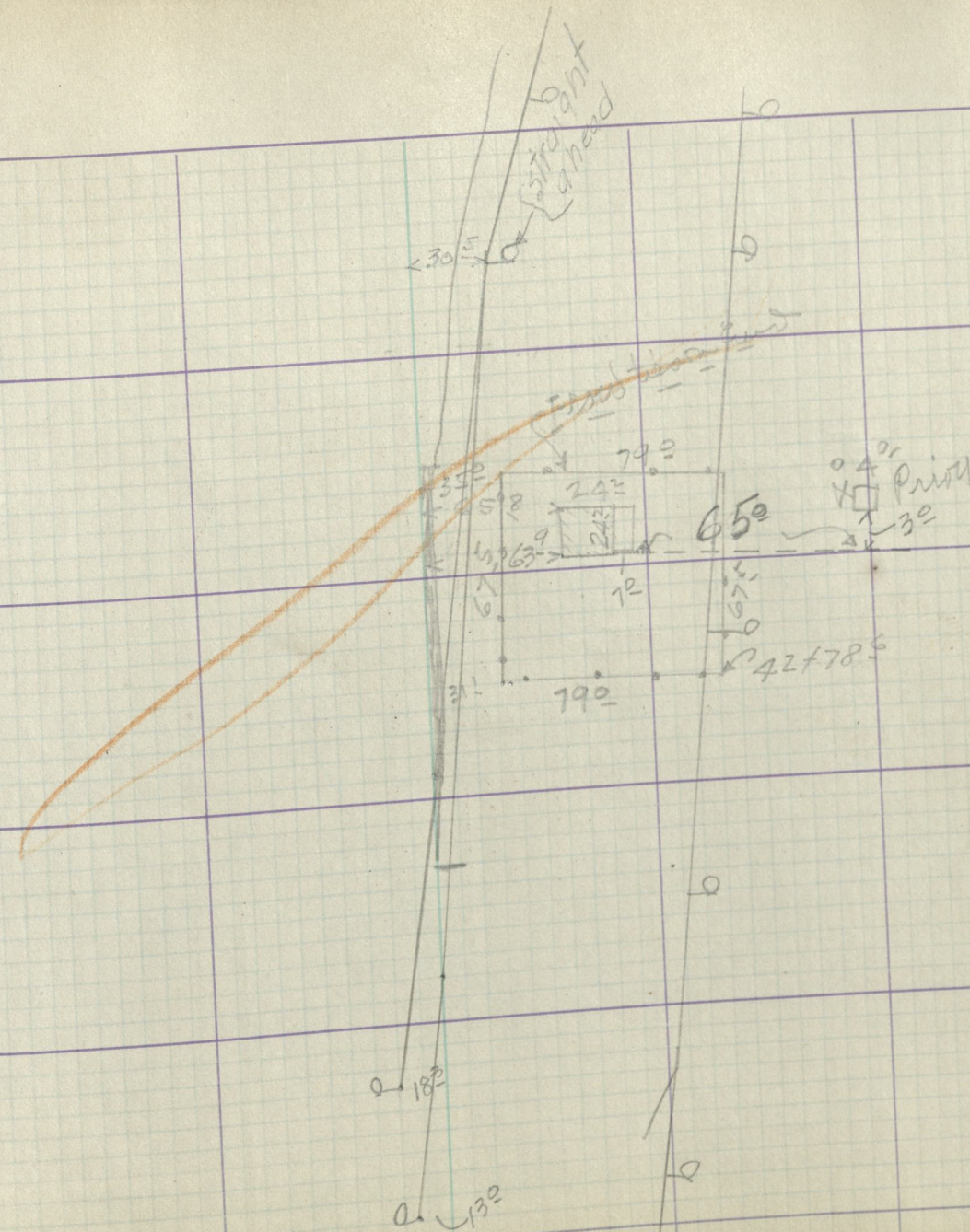
42 + 85 = 127

42 + 69⁴ NB

42 + 52° Val Xing

$42 + 270 = 720$ Total Pole 183 L

$41 + 94^\circ$ $\angle$ $\text{Pole } 13^\circ \text{ L}$



90.6

11
9.5
20.5

48+79⁵ H.B.

48+01² P.F. 10 Sp

47+30² Hall Amphen Block Signal 11² R

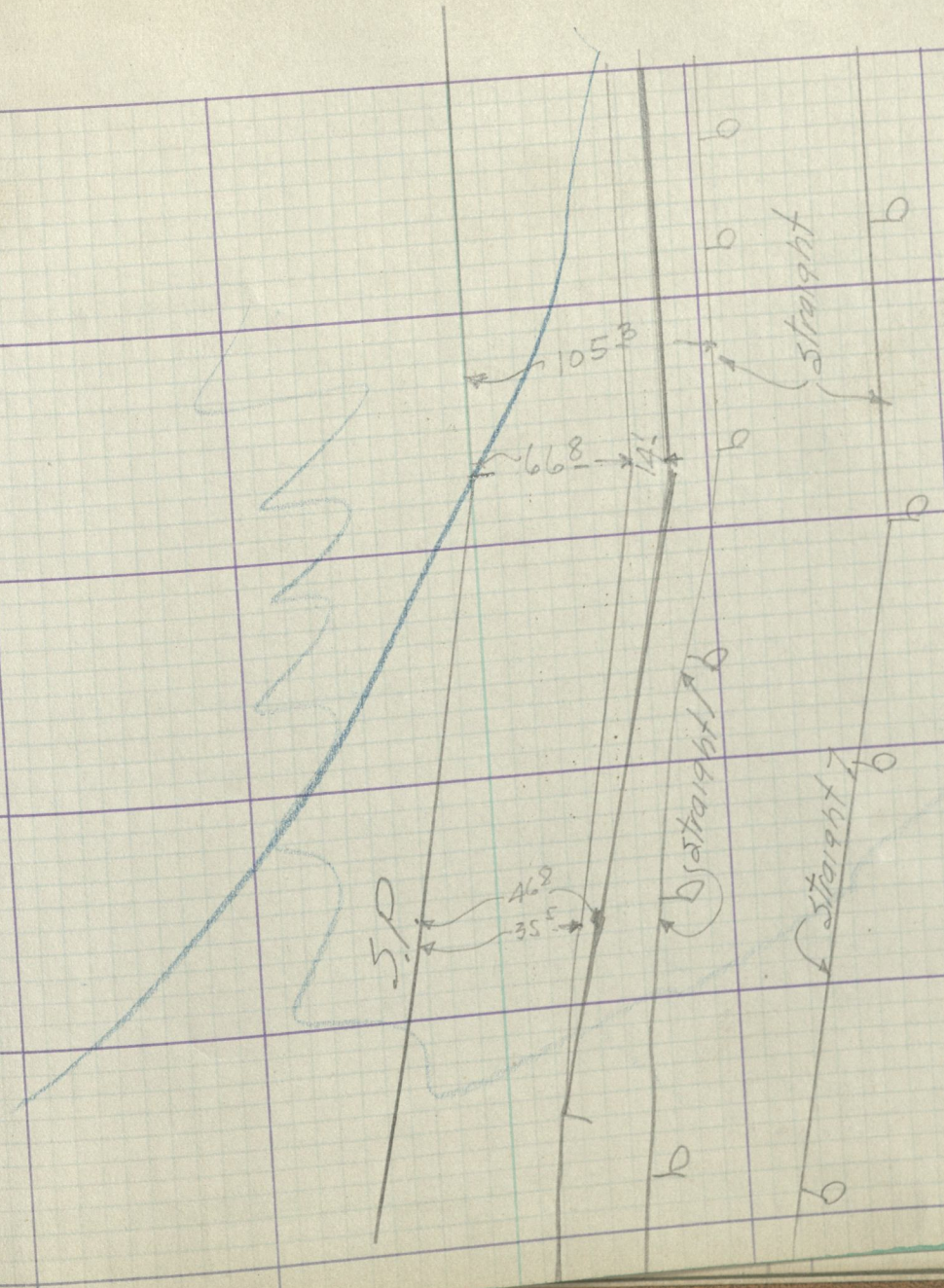
46+77² I Rail on Landing

46+00 Cts

45+70 Mile Board 8/8

44+64⁸ H.B. R

19150



84+85⁴ HB scale bar

85+44¹ D-Rail on Riding

86+72⁶ HB.

86+85⁵ D-Rail on Riding

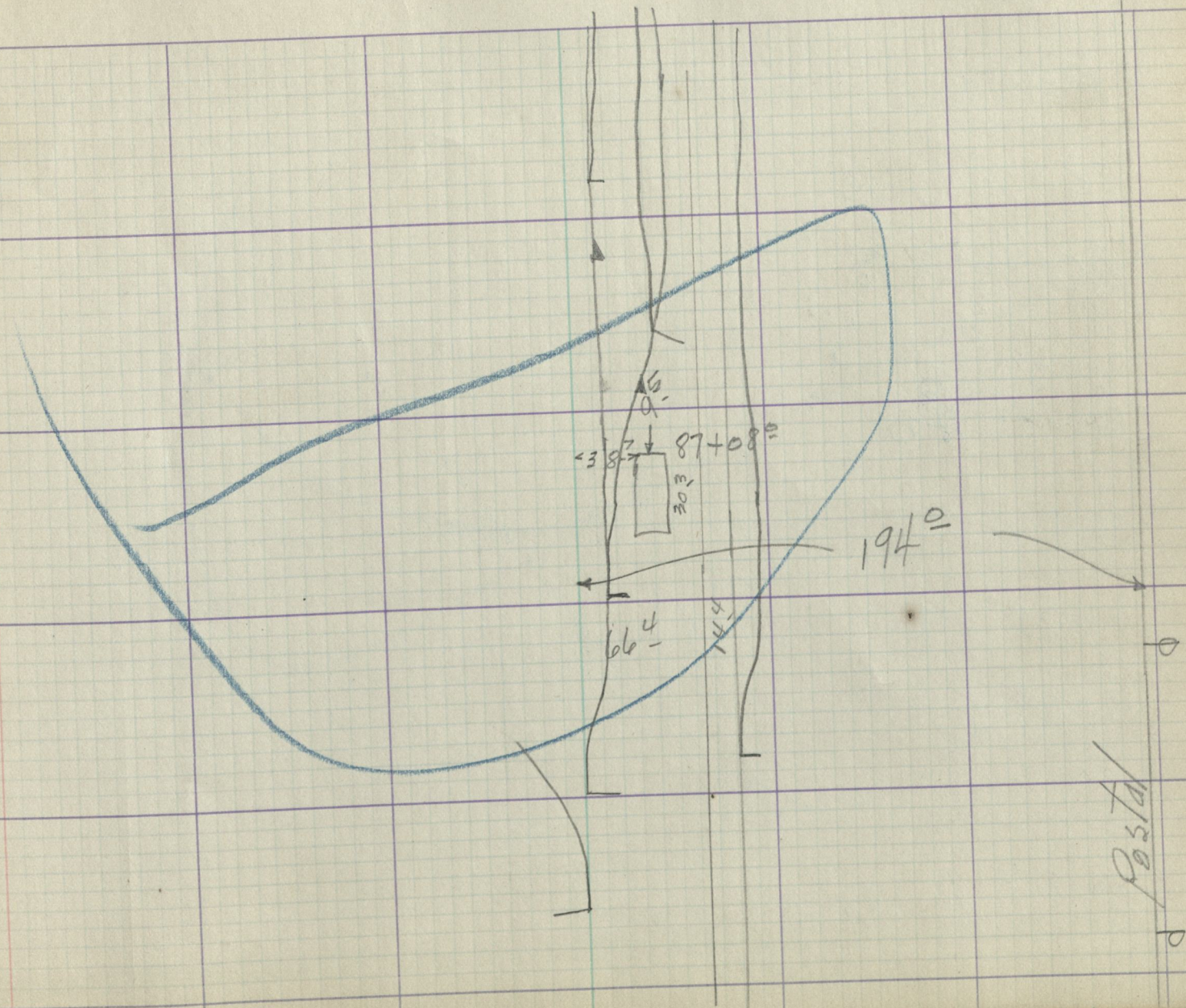
87+08² Corbody 282 R

87+78¹ HB

88+82³ HB

88+87¹ HB.

151 89+83² HB.



80+12²

80+12² Corbody 42⁵ R

80+36 HB

80+46⁵ HB

81+20⁵

81+30⁵ HB

81+30⁵ HB

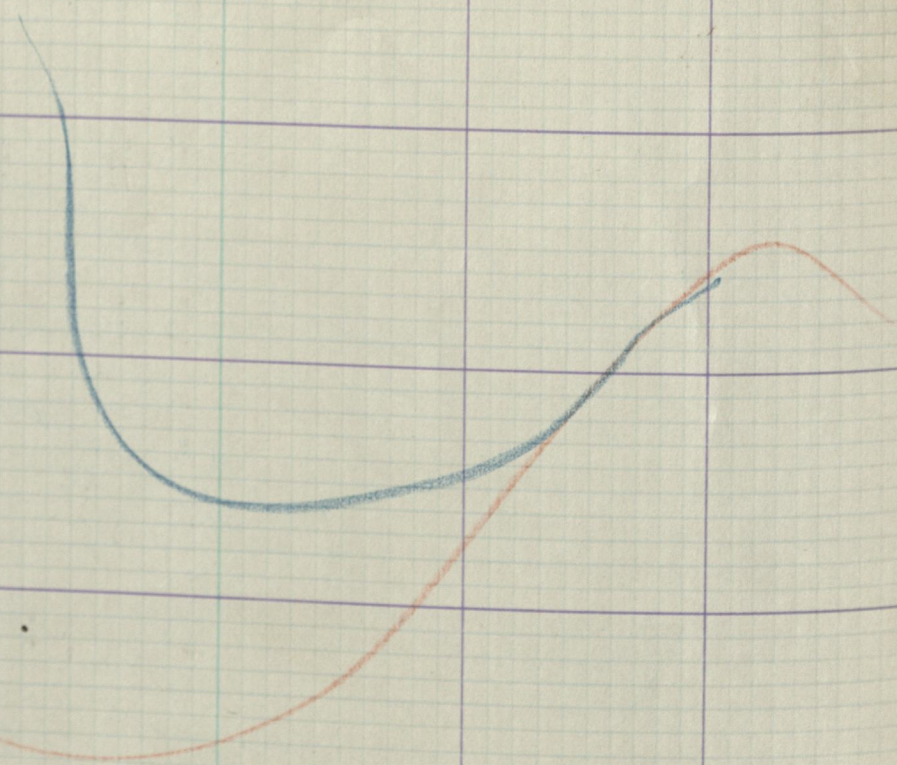
81

82+28⁹ HB

82+96⁵ HB Reales

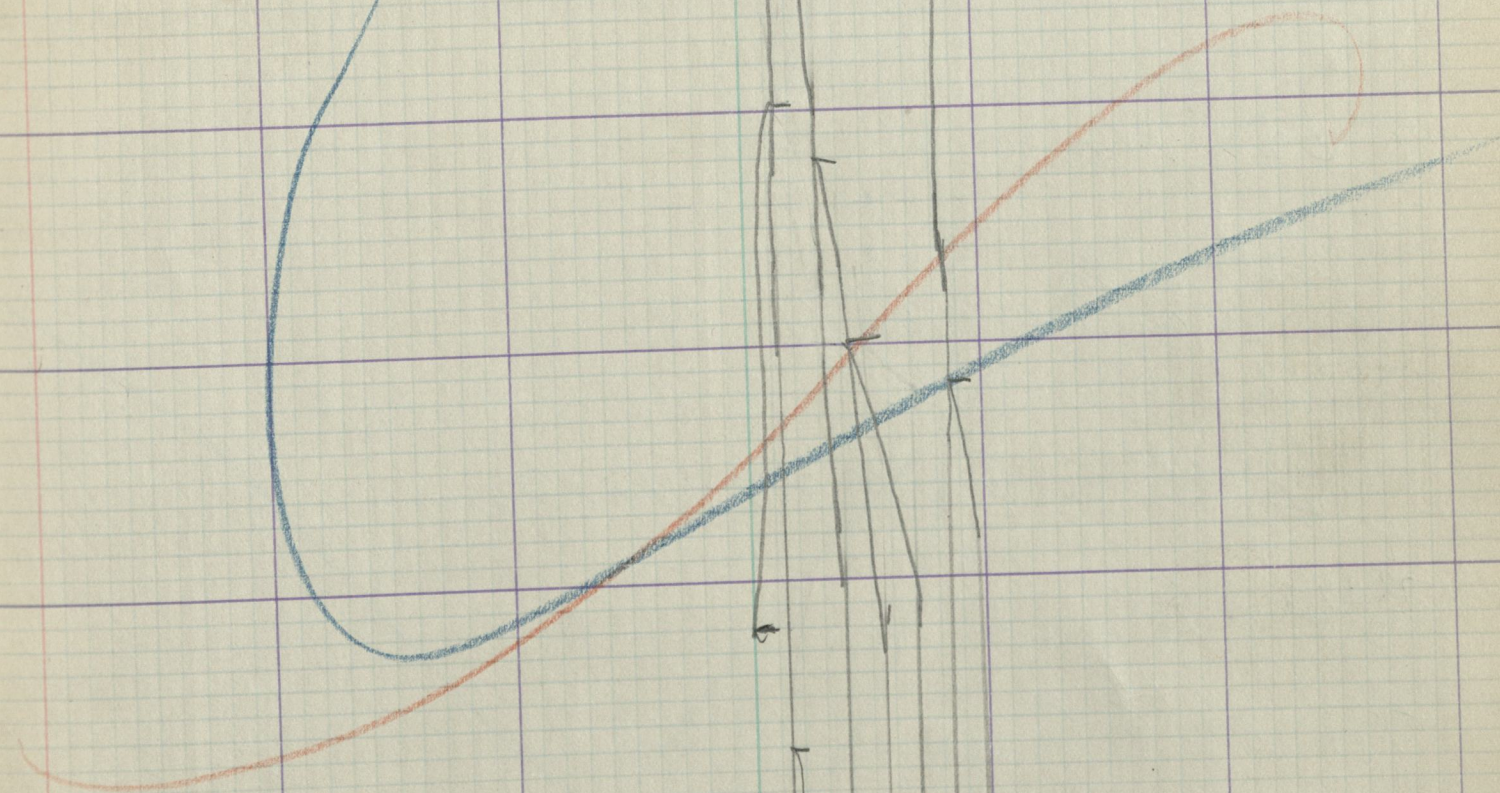
8

84+16⁰ Reales Platform



81+31⁵

90
87
34
E



130
236
168
130
150
150

75+099
11 2/1
75 2/1

75+02 No 328 R

75+21¹ HB

75+42⁰ Supply No 318 R

75+56² W End Wello Fargo or Depot

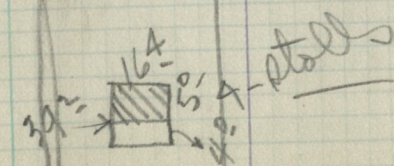
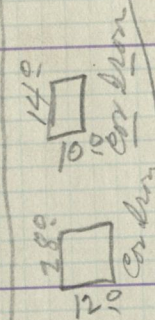
75+96² W End Depot Proper

78+64⁹ E End Norway Ho

79+25⁸ E End Ice Ho

79+33⁵ HB

79+43² Privy 39² R (E End)

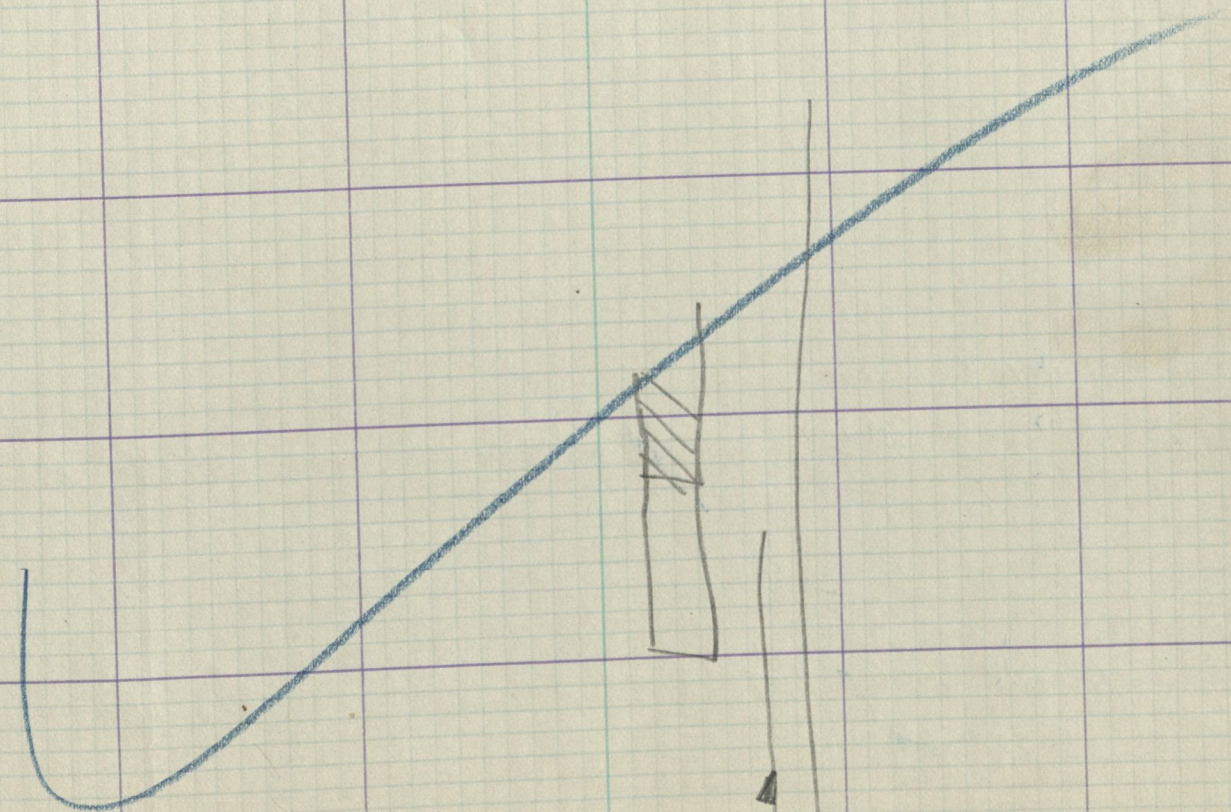


71+438

73+31¹ Ent Ho Prospect

73+59² Ent Ho Platform

73+78⁵ A Rail



Thurs

97+76.7 Prop line

97+65.8 Over head line 1 cable 350 clear Pole 3 R 66.7

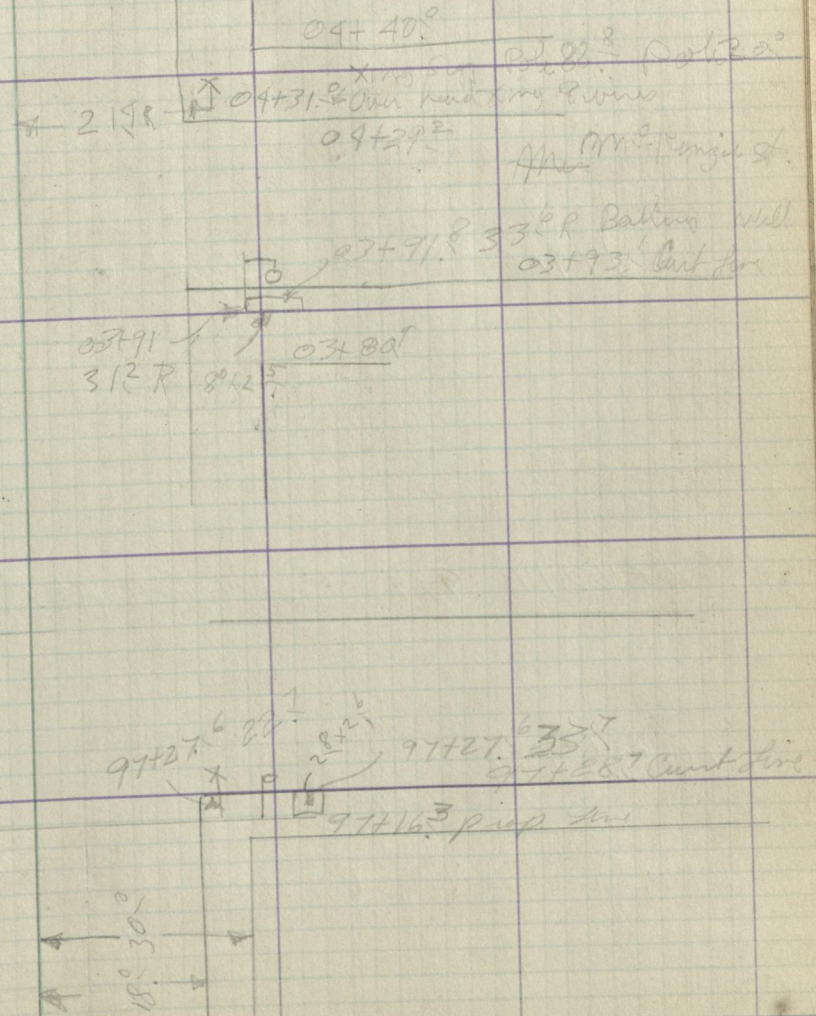
97+64.6 Curb line

Alice

no water

97+24.9 Overhead line 3 wires 350 clear Pole 2.5 R 67.7

30' Curb to Curb Dist



11+16³ Electric light Over head Xing 35° Clearance

16+10.11.13 999 Postal Pk 19° R

10+89³ Xing sign R

10+44³ Overhead Xing 4 Wires 35° clear. Poles $\frac{x}{y}$ Ro $\frac{0}{10}$ L

on L 7
50 from curb
2 walls 5' wide

Apartment

Chubb

10+94³ Prop line

36³ 10+41³ Curb line No walk

10+46³ Curb line

10+34³ Prop line

36³ 35³
X 17+35³ Xing Sign

17+36³ Pk 19° R

Overhead Xing 15 Wires 30° clearance

17+67³ 17+67³ 3 Parking wall R
17+36³ Electric light
Pole 20° R
17+47³ Prop line

17+34³ Curb line

Belmont St.

36³ Curb to Curb

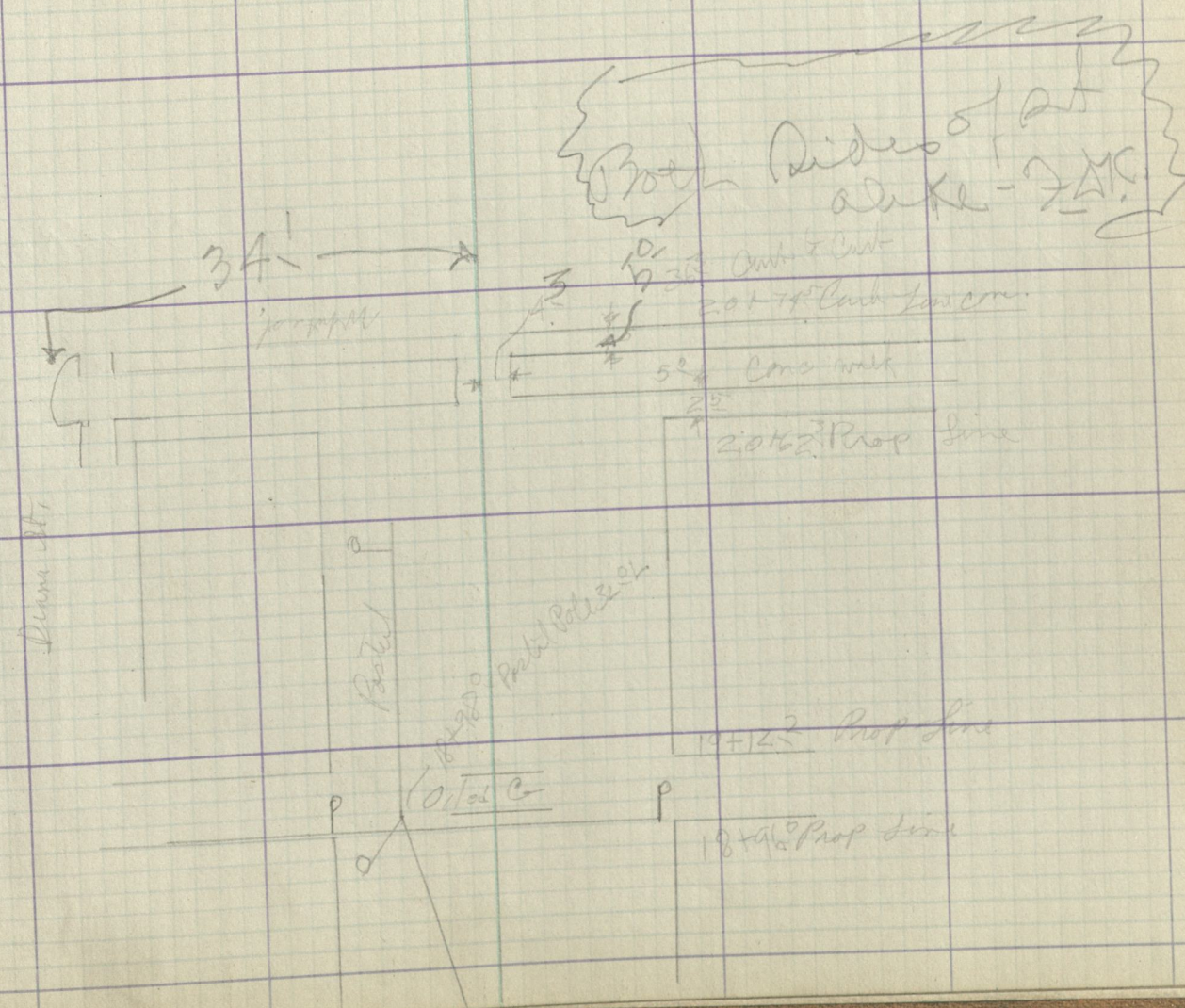
16+98³ Curb line

16+87³ Prop line

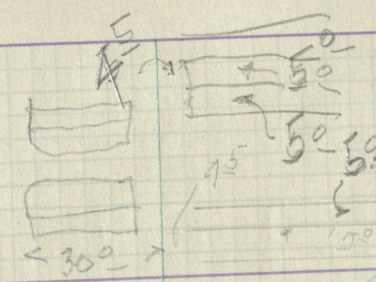
12 < 18 18 > 12

21+41.3 Xing sign 23°

21/11/3 Xing high 2nd Left 230
21/10/3 Cent Line

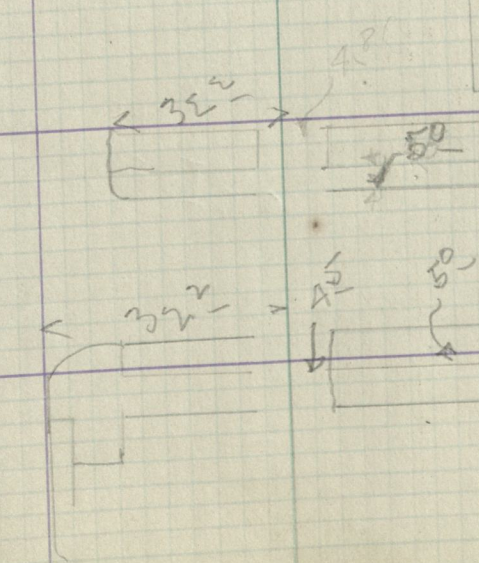


1-10' x 92.5' gal. Pipe at Ant
 Low in East
 along Street



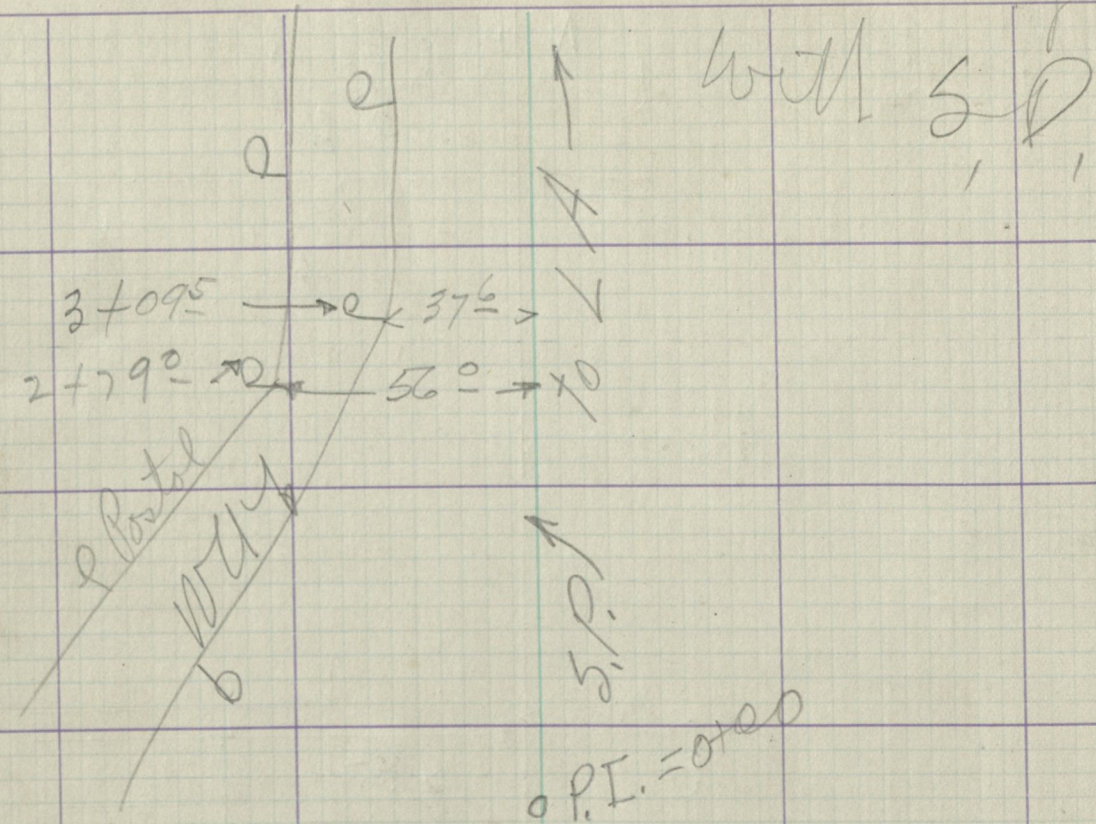
28+75.5 Prop line
 28+66.2 Xing high 22K
 28+63.0 Out line
 28+27.2 36° Out to East
 5° Comp Walk
 28+14.2 Prop line

26+64.2 Prop line
 26+63.9 Overhead Xing 6 miles 30° down R-432 R+78° L No Id
 26+51.0 Prop line



24+98.2 Prop line
 5° Comp
 24+88.5 Xing sign 21K
 24+86.8
 10 max Out to East 36°
 24+50.0 At line
 5° Comp Walk
 24+38.0 Prop line

Pole line connecting



old m.p. 817 = 42596 + 118

" " 816 = 42543 + 322

New m.p. 806 = 42556 + 80

806 1/2 = 83 + 20

807 = 42609 + 60

807 1/2 = 42636 + 00

W. 5.1.

1118° to K.B.

11395 to 49° + 00

m.v.

a.

1130.9

18.9

1149

39512100

725

727

5280

58160

58160

3635

28381040

2841200

727

$$\begin{array}{r}
 14 \\
 15 \\
 253 \\
 171 \\
 204 \\
 279 \\
 293 \\
 \hline
 13345
 \end{array}$$

$$\begin{array}{r}
 88+92 \quad 3 \\
 1 \quad 335 \\
 \hline
 90+251
 \end{array}$$

$$\begin{array}{r}
 648 \\
 21-1 \\
 \hline
 904
 \end{array}$$

$$\begin{array}{r}
 32 \\
 11
 \end{array}$$

$$\begin{array}{r}
 325 \\
 325 \\
 \hline
 3575
 \end{array}$$

$$\begin{array}{r}
 25+461 \\
 21+975 \\
 \hline
 3+490
 \end{array}$$

$$\begin{array}{r}
 32 \\
 32 \\
 \hline
 352
 \end{array}$$

